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292 • October 1997 • Adults Only
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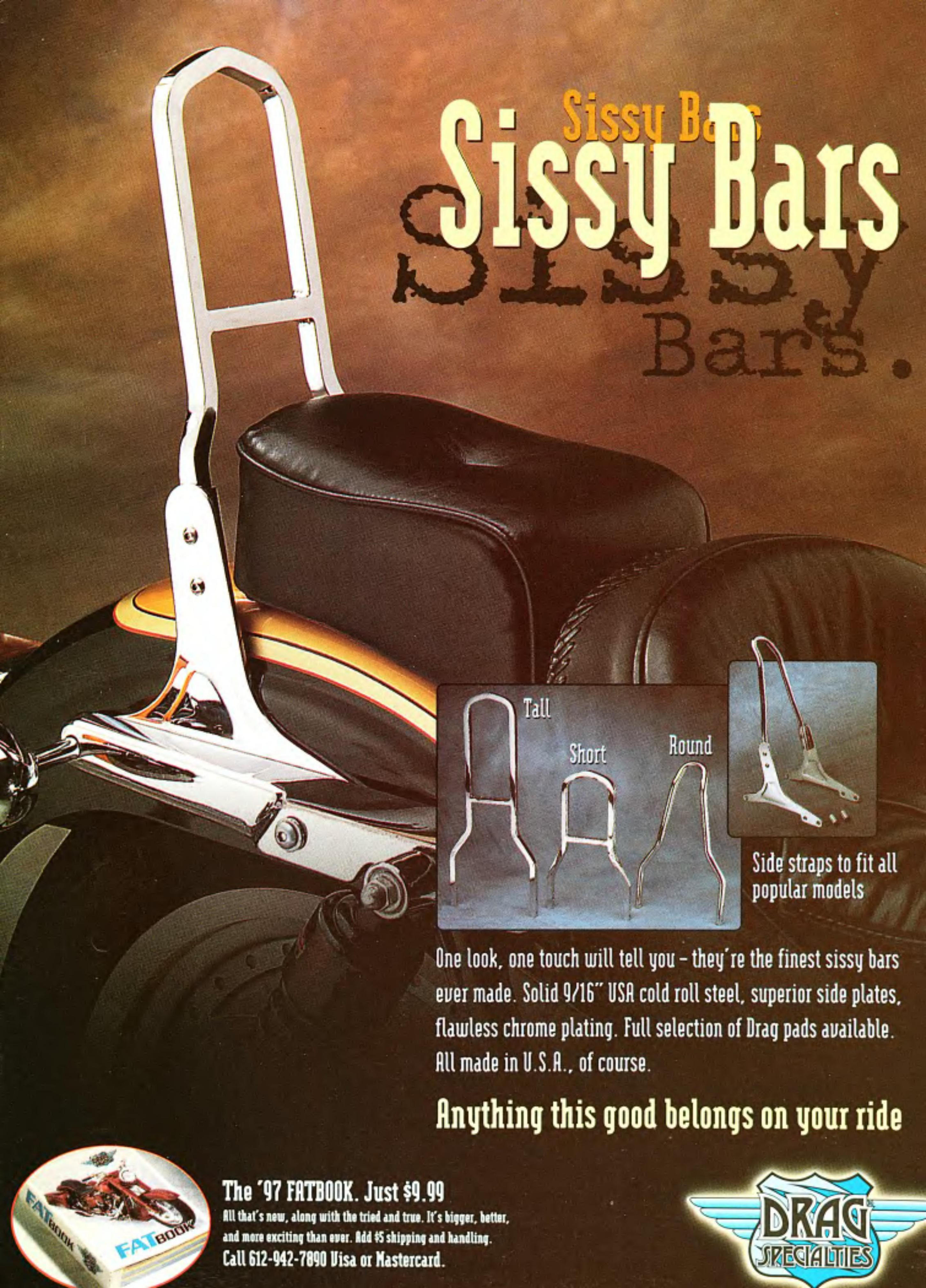
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TAKING IT EASY

A commercial jet went down in Siberia, and when the cockpit transcripts were investigated, they reported that the pilot's two kids (a 16-year-old and a 12-year-old) had been playing with the controls during the flight. One of the last communications was the 12-year-old asking, "Daddy, can I turn this?"

An electric car was bought by a man who had all the right intentions (no pollution, quiet, etc., etc.). But he's now involved in a legal battle against the state motor vehicle officials, who claim that the electric cars can't pass the required emissions test because they don't produce any emissions.

Here's a new twist from a fast-thinking criminal. He had been picked up for credit card fraud, and when it was time to come before the jury, he told them they should keep him out of prison because if he were locked up, he would just teach other inmates—the "hardened criminals"—how to commit credit card fraud. "And," he reminded the jury, "we're trying to prevent crime in America."

Here's another criminal item to mull over. This crook pleaded guilty to passing bad checks (while he was awaiting trial on other bad-check charges). His motive? He needed to pay for counseling sessions to help him kick his bad-check habit.

Our government at work, saving us our hard-earned dollars: The National Wilderness Institute charged that the Department of the Interior has failed to remove several plant and wildlife species from the government's endangered list despite the common knowledge that they do not exist. The government resists because it says it costs $37,000 to remove a name from the list but meanwhile has added hundreds of new ones in recent years.

In exasperation, this family in Mexico who had been repeatedly robbed, finally (and one would think unwisely) placed an ad in the town newspaper begging the robbers to stay away, announcing that they had been cleaned out of everything except for the TV, VCR, and refrigerator.

Noting that her van's gas gauge read close to empty, she pulled into a gas station to fill it up. When she realized the hose wouldn't reach, she asked her 14-year-old daughter to get behind the wheel and back it up. By the time the girl wrestled the van to stop, the mother had been run over three times (broken ankle, foot, and finger), and the van had crashed into a traffic signal box adjacent to the station.

Here's a fine example of perseverance. An 82-year-old woman in Israel finally passed her driver's test after 35 failures. She said she originally wanted to learn to drive so she could get to Tel Aviv to visit her parents, but it took so long to get her license that they're both dead now.

This pigeon who flew in a 500-mile race beat 1,000 rivals and flopped down exhausted at the end, only to be eaten by a cat. The 90-minute delay in finding his remains and handing his i.d. tag to the judges relegated him from first to third place.

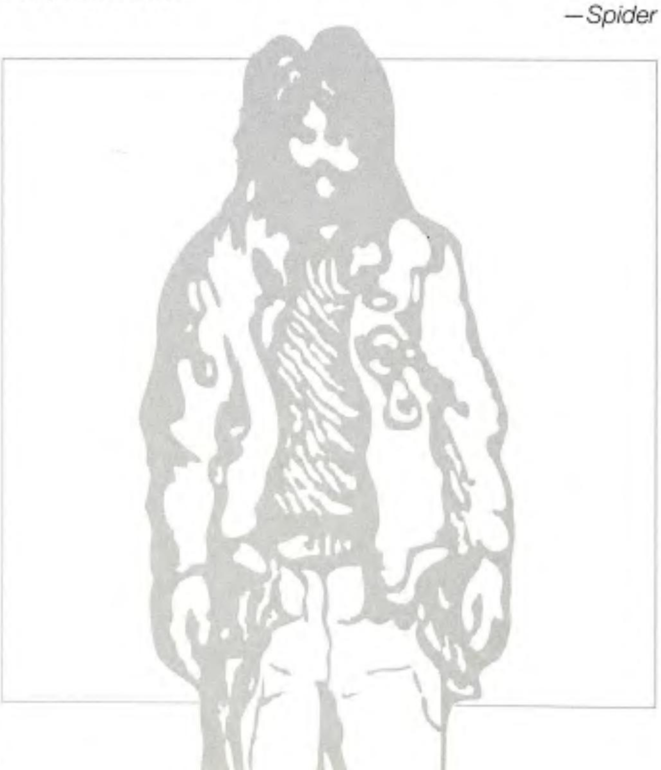
Francis Bacon was one of the most influential minds of the late 16th century. He was a statesman, a philosopher, a writer, and a scientist. One afternoon he was watching a snowstorm and was struck by the wondrous thought that maybe snow could be used to preserve meat in the same way that salt was used. So he bought a chicken from a nearby village, killed it, and then, standing outside in the snow, tried to stuff the chicken full of snow to freeze it. The chicken never froze, but Bacon did and died.

A felon robbed a shoe store and stole a pair of hiking boots. They caught him, and when he appeared at his trial, he was wearing the stolen boots. The judge said no one could be so stupid as to wear stolen goods to his own trial, and he was sent to jail without the boots.

While this woman's family was gathered around her coffin in a funeral parlor, she suddenly sat bolt upright and asked what the hell was going on. The celebration over her resurrection was cut short when her daughter dropped dead from shock.

A leading newspaper in London reported that when an employee of a law firm in England recently killed himself, the firm billed his mother about $20,000 for the expense of settling his office work. Included was a bill for about $2,300 to go to his home to find out why he did not show up at work (thus finding his body), plus about $500 for identifying the body for the coroner, plus about $250 to go to his mother's home, knock on her door, and tell her that her son was dead. (After some bad publicity, the firm withdrew the bill). Man, that's cold!

—*Spider*



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Cover photo of Lydia Schone on Javier Bravo's Eddie Trotta-built tattooed Softail by Don Rogers.

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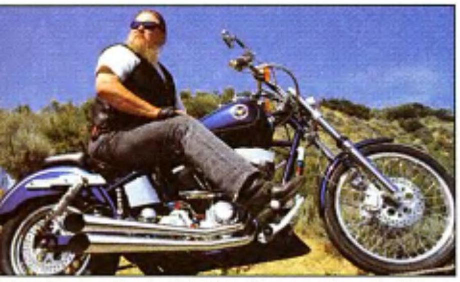

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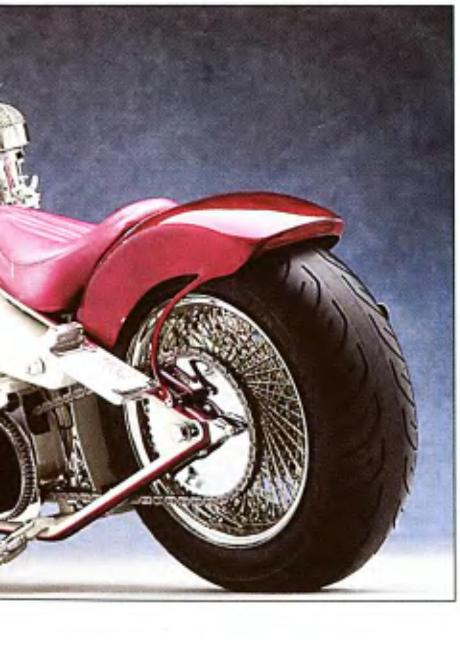

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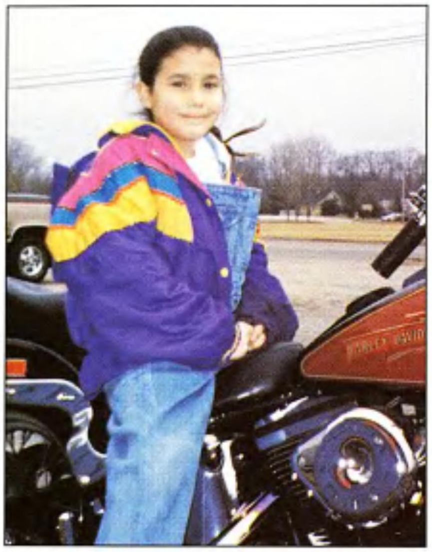

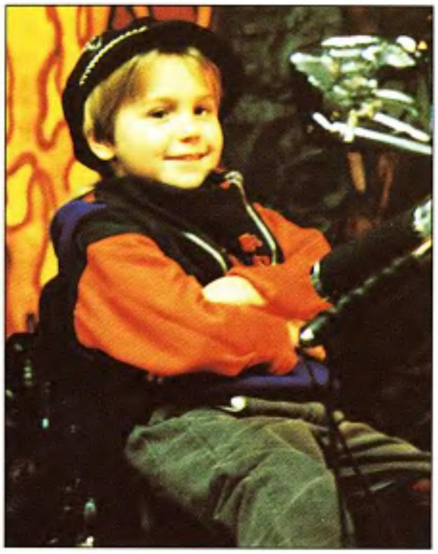

A Tribute

Here are two photos of kids with biker backgrounds. They both have Cystic Fibrosis. The little boy is 8-year-old Corey Smith, and the girl is 10-year-old Mary Kate Getz. Both live in St. Joseph, Michigan, and were the poster kids for the '95 and '96 Annual Children's Charity Run for Cystic Fibrosis. It would be fantastic to make these kids feel special by putting their pictures in your rag.

Bill Liebetrau
President, Motorcycle Riders Association of Bosch
St. Joseph, Michigan

Clarification

The writer of a letter to "Wordmonger" in the June issue, Jake of N. Reading, Mass., is *not*, we repeat, *not* the Jake who has been a regular contributor of "Tech Tips" and feature bikes in *Easyriders* for over 20 years. Our Jake is too busy running his camera to write letters. It's a big world and there are a lot of Jakes out there.

Easyriders Staff

No "Black Beauty" Fan

This is to Flynch and C.J. ("The Gutless Wonder") from Anywhere, USA, in the April '97 issue ("Black Beauty," pg. 92): I couldn't imagine anyone not wanting a great-looking sled like Black Beauty associated with his name and 'hood. Then I noticed the Nazi symbols tattooed on her body, and it made sense. The colors of the coward always show through.

Hey, Flynch, do you really expect anyone to buy your double-talk bullshit about not being able to get proper info on the history and background of this anonymous owner? You wasted so much space I didn't have to buy toilet paper for a week.

C'mon, guys. There are lots of great bikes out there built and designed by those who have guts and glory, who would be proud to have their names and locations printed in this rag. Show them! Let's party together—not hate apart.

R.S.
Eatontown, New Jersey

Looking For BSA Parts

Is there anyone out there who deals in BSA parts? I've paid for and received nine parts and accessories catalogs and not a fuckin' thing for a BSA. In the back of your rag there's an ad for British Cycle so I ordered it and it never came.

Are there any supply companies out there? Please, let me know.

M. Carnes #N66135
P.O. Box 711
Menard, IL 62259

Call Frank at British Motor Works: (818) 506-4022

We've Been Enlightened

I've read a lot of your Tech Tips and have made it through the screw-ups, but in the June '97 issue, page 131, Wrench talks about welding with a "Heliarc Gun." That's bullshit! He may have a wire-fed TIG torch. The TIG welding process is often referred to as Helliarc welding. Heliarc is a registered trademark of the Linde Welding Products Division of Union Carbide Corporation. There are other manufacturers that make excellent TIG welding equipment. I have an older gas-cooled TIG torch in my shop that says "Heliweld" on it.

Regardless of the name fuck up—nice stuff, Jesse!

R.C.
Newberry, Florida

Tunes And Thoughts

Sunday, May 11, Mother's Day. Mine's dead so I'm here by myself—tunes and thoughts.

Is it me, or are lawyers the biggest parasites this country has to deal with? I'm sitting here trying to make sense out of the article on the problems with the "new" Indian. "Breach of Fiduciary duty?" "Prima facie tort?" Whaddafuck!! I thought we wanted English to be used in this "common man" country.

Sarge
Santee, California

New Weasel Chapter?

Regarding your "Weasel Rules and By-laws" article in the June '97 issue, when I finally manage to get back in the wind (after a multitude of operations, due to a Caddy-drivin' bitch—with no license, no insurance, dead tags, and no money—blowing through a stop sign and wasting me and my ride), I was wondering how The Grand Fucking Weasels would feel about my starting a New Mexico chapter. Hell, there's a shitload of S.T.U.P.I.D. prospects in Albuquerque alone.

Lone Wolf Gooding
Albuquerque, New Mexico

We'll ask the orange bastards ... if we can find out which bar they're in.

A Correction

Regarding your article "Barnett's Ride" in the March issue, I called Barnett's in El Paso, Texas. Paul Parsons says a Dyna Super Glide is $16,900, not $9,000, and the featured bike is actually $23,500. Maybe this article should have been listed under "Fiction." Nice work otherwise.

Ray
Holly Hill, Florida

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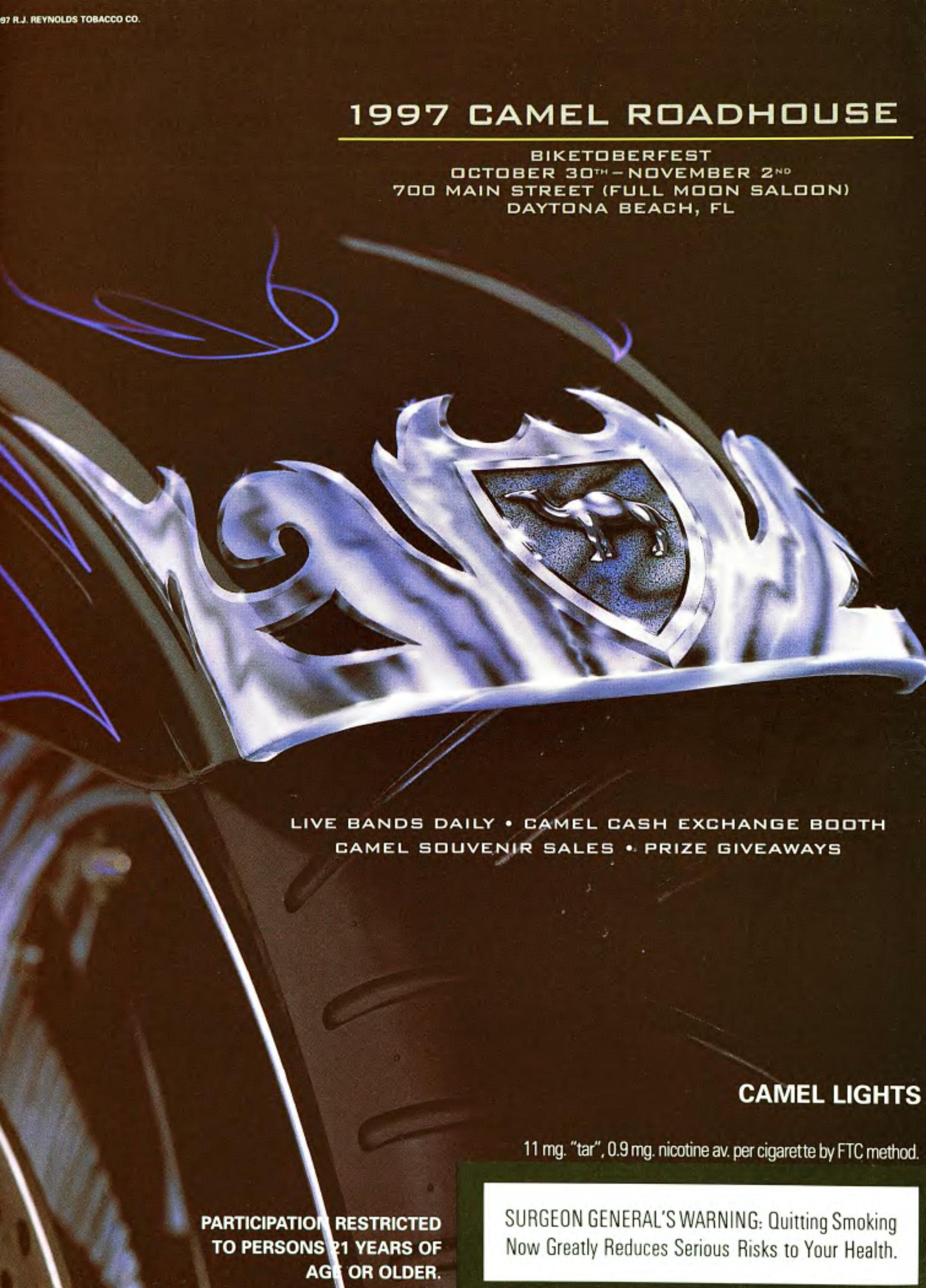
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Knucklehead Nostalgia

In 1971, when I was 19, my buddy Greg, who had a Panhead chopper, and I were cruising the roller coaster back roads of the mountains in Missouri. As we were puttin' down the road, we passed a house with an old barn in the back. The barn door was open, and my eye spotted a Harley. We immediately turned around and went back to investigate.

Lo and behold! There was a 1940 Knucklehead—Henry Fonda style with a 1/2-inch raked neck, spring solo seat with buddy pad, fat fenders, apehangers, original springer fat bobs, and suicide shift. The paint was the ugliest green you could imagine. I asked the guy (who had come out of the house by then) if we could fire it up and see how she ran. "Sure," he said. Well, we discussed the price, and I got the bike for $200!

I loaded up the bike (my baby now) and headed out. With a 1/2-inch rake and no extension, it was like riding downhill. I started tearing it down on July 4, and some Harley riders with a shop over at Festus agreed to help me with the welding and sandblasting. (I was working at the railroad shop yard to get the bread for my dream.)

I stayed with the 1/2-inch rake, added 1/8-inch thick metal sheets from the yoke back, smoothed out some weld spots, sandblasted, and was ready for paint. An artist/commercial painter put 17 coats of royal blue, white pinstriping, and silver and gold dust accents on the frame, coffin tank, and rear fender. When you looked at the bike from the front, you'd see silver; from the back you'd see gold.

I had to go to an auto salvage yard and cut the torsion bars off a '47 Ford Sedan to make my springer 12 inches longer. I went to a salvage yard for the clutch plates and springs. When I called the guy, he said, "Come on out. I got what you need." Well, when I got there, he said, "Grab that shovel. See that oak tree out there in the middle of the yard? You can dig them pressure plates and the springs out of the ground on the side of the tree toward the house."

Then I had to go to Kansas City to get a ratchet head for the tranny. The guy in Festus did the welding for the springer, sissybar, highway bar, and pegs. Nine spear tips total. Back then, you didn't go to the store and buy that stuff. Plus, I had to make a special tool for the clutch bolt. I put a king and queen seat on her, 4-inch dog ears, 4-inch Z bars, and a 3/4 cam for a little spice! A retired man did all the chrome work for $120.

Sometimes I would work all night long, and my mom would bring my breakfast out to the garage before I went to work.

On September 1, I rode her to a party with the riders from Festus. What memories! That's the way it was back then.

E.J.
Jefferson City, Missouri

No West Coast Rodeos?

Why all the East Coast dates and no (not even close) West Coast rodeos? My ol' man and I look forward to your party and now you take your ass out of the state. What gives?

Pussy Pie
Woodland, California

Greedy landlords.

Looking For Web Site

When are you guys gonna get a web site? I know you think it may be as useless as tits on a ball, but some of us are in this century.

Lon
Lexington, North Carolina

We do. Http://www.Easyriders.com, or try http://www.bikernet.com

Some Comments

I just finished reading the latest issue of your rag, and it's about fuckin' time you had some nice Shovelheads.

Hey, what about Mutha? She had class ... or was it a big ass? Well, anyway, where the fuck is she? Is one of you guys keeping her all to yourself? Tell her we miss her.

Johnny Six Fingers
Margate, Florida

Mutha is in one of our other rags, Biker.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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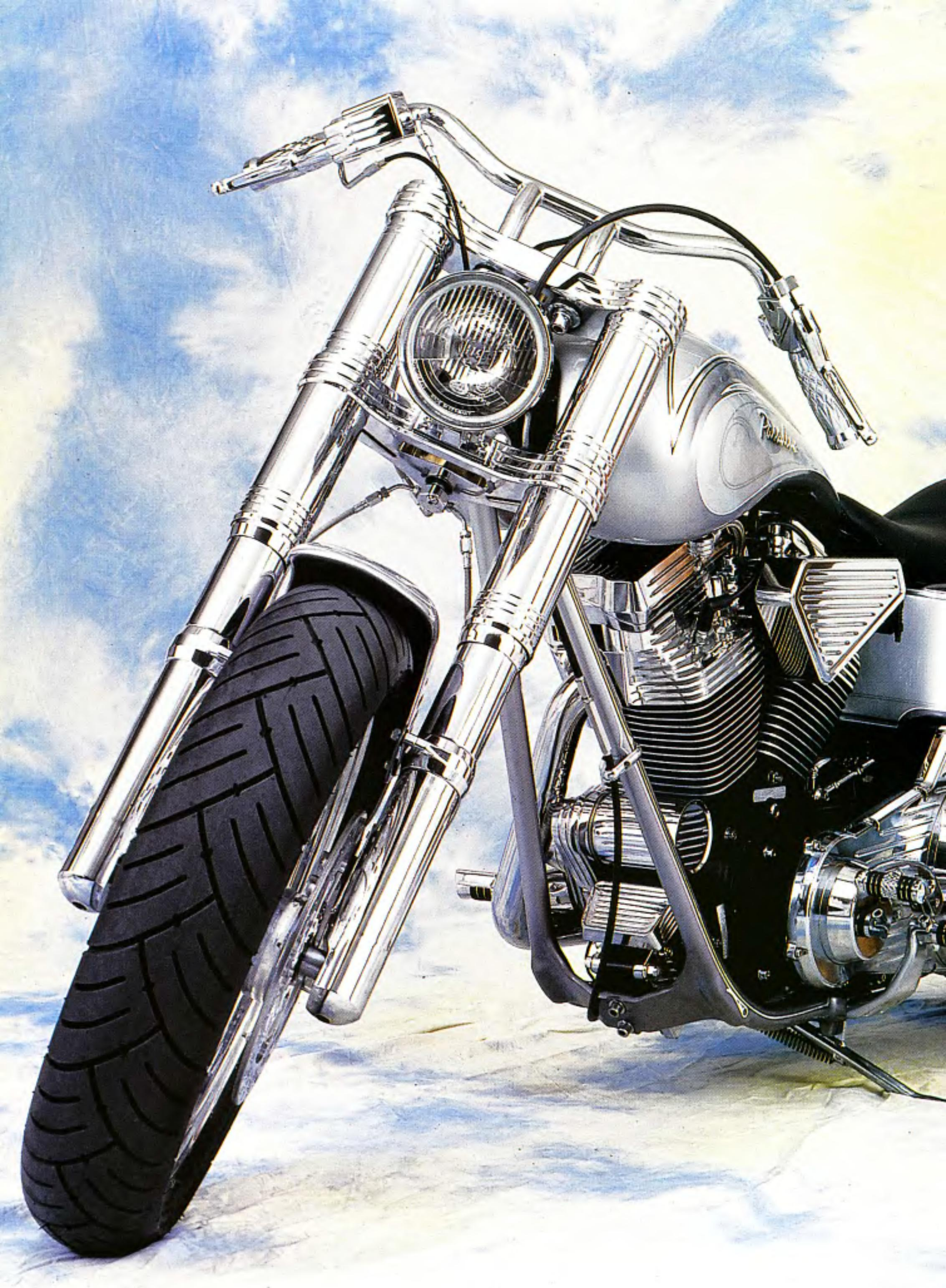
Battistini's
CUSTOM CYCLE

BRITISH-BUILT DYNA

As the wind whipped up the seas off the southern coast of England, three men huddled in their Bournemouth-based shop and dreamed of ways to help Harley-Davidson sales in Europe—a current controversy. Nigel Saxon, Jeff Duvall, and madman, Rikki Battistini, of Battistinis Custom Cycles, fantasized of warmer weather, bigger tits, and wide-open roads. In other words, they dreamed of California weekends.

During my visit, I watched as they set to their dream mission with a vengeance. "We think the dealerships are *not* bloody trying hard enough in the first place," Jeff spouted over a pint of warm beer. "People are always complaining about something—anything—all the time. If it's *not* the weather, it's the depressed market, or the exchange rate. Or they can't get the right staff, or they're in the wrong position to get the politically correct type of customers, or it's the alleged heavy-handed approach of the Motor Company regarding their failure to sell a minimum amount of parts and accessories. It goes on and on and on. It's *not* surprising that the same motor factory is beginning to cleanse its dealer base throughout Europe. It's actually →

DYNAS ARE WORKING THEIR WAY INTO THE CUSTOM WORLD



astonishing that the guys in Milwaukee did not do so a long time ago." His rant ended, Jeff slammed his dark beer against the work bench, sending brown suds flying around the room.

Rikki, who was massaging a petite blonde's bum in the corner, while doing shots of single-malt scotch from Scotland's Isle of Arran, turned from his arse-rubbing task for a moment. "Play ball, sell out, or quit," he barked, while some of the finest scotch on the planet ran down his mustache. "Yeah, if ya canna

stand the heat, get outta the kitchen. The Dyna is an excellent motorcycle, a direct descendant of the marvelous FXR. It allies superb style potential with the comfort and long-distance useability conferred by the rubbermounted engine and transmission, which noticeably eliminates all vibrations."

I turned to Nigel Saxon. "What the hell is he talking about?" I asked.

Nigel let go of his girl, Niccola (a man's gotta keep warm in England one way or another), and looked me in the eye. "Some dealers complain about everything, throwing the new line of Dynas into the mix," he said. "We decided to show the world at large what could be done with a new '96 Dyna, using maximum taste and ingenuity."

I gagged on my Jack Daniel's. "Your humility bowls me over," I said, dryly. "Tell me what you did to the bike."

Nigel lit a Cuban cigar →

and wandered around the motorcycle like a salesman stalking his prey, "Dyna is pronounced 'dee-na' in continental Europe, so we called it 'Pasadena.' We based the concept on Arlen Ness' Luxury Liner series, with 18-inch Performance Machine Twister Wheels and Ness Taildragger fenders."

I wondered if I was looking at the same motorcycle he was talking about. But I couldn't interrupt him, since he was on some kind of babbling roll.

"But we wanted to give it that sporting look," Nigel continued. "Thus, the shorter fenders. In fact, if the truth be known, we specifically aimed for this motorcycle to equate in people's psyche to the great current and past luxury German touring cars, hence the dual-tone metallic gray livery by Jeff McCann, coupled with the massive and formidable, wide Ness front end."

My head was swimming. Pasadena, old cars, big fenders, small fenders, dealer complaints—what the hell was he talking about? Nigel went back

to his girlfriend, Rikki chased the little blonde into another room, and Jeff stood beaming proudly. "We sold this bike the day it was completed," he said.

"I don't know about you guys," I said, wondering about the jumble of jive I'd just listened to. "Dynas are popular in the States 'cause they're reminiscent of the old Shovelheads and are rubbermounted," I said, picking up my bedroll. "I think I hear Bandit calling me. Somebody gimme a lift to the airport."

—Renegade

Owner:	Battistinis
City:	Bournemouth, England
General	
Fabrication:	Battistinis
Year/make:	'96 H-D
Model:	Dyna Low Rider
Value:	$35,000
Assembly:	Jeff Duval
Chroming:	London Chroming
Engine	
Year/model:	1996 Evo
Rebuilder:	Battistinis
Ignition:	Crane Hi-4 single-fire
Displacement:	1340cc
Lower end:	H-D
Pistons:	factory
Cases:	polished
Heads:	Patrick Billet
Cam:	Carl's Speed Shop
Carb(s):	S&S
Pipes:	Bub Stepmother
Modifications:	Ness Diamond air cleaner
Transmission	
Year:	1996
Modifications:	none
Paint	
Painter:	Jeff McCann
Color/type:	silver, canary, gray/2 Pack
Special paint:	McCann striping
Frame	
Year:	1996
Type:	stretched Dyna
Modifications:	40-degree rake, 5-inch stretch, billet swingarm covers
Shocks:	Progressive Billet
Accessories	
Bars:	Ness/Battistinis
Handlebar controls:	Ness Radius
Fender(s):	Battistinis aluminum
Headlight:	Headwinds
Taillight:	Ness
Dash:	none
Pegs:	Ness
Foot controls:	mid
Gas tank:	Battistinis aluminum
Oil tank:	Battistinis aluminum
Seat:	Danny Gray
Mirrors:	none
Grips:	Ness
Forks	
Type:	Ness lower legs
Modifications:	2-inches under
Wheels	
Front	
Type:	Performance Machine
Size:	18x3
Tire:	Metzeler
Brake:	Ness by PM
Rear	
Type:	PM
Size:	18x4 1/4
Tire:	Metzeler
Brake:	Ness by PM
Photos:	Carl Wilson

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Bandit's Bikernet

OK, I'm promoting the big guy's web site: http://www.bikernet.com. Yeah, he told me if I don't print this I'd be selling oranges on the street corner, but, truth is, it's a totally free, totally cool site. If you have something to sell or an event to promote, he has spots for you. Check out his Sturgis project scoot and his new book. It's all there, every step of the way. While on the net, check out the newly launched raunch at the wild *Easyriders* site (www.Easyriders.com). Now bikers have two hot spots to cruise to on the super highway.

Easyriders Outback Roadware

Here's the latest from the demented minds of our products department. This Aussie-inspired line of affordable Outback Roadware is mean, black, and clean—and they've created a complete line of it from vests, to jackets, to chaps, to dusters. The best place to grab this new garb is at an *Easyriders* franchise store near you. We've got some 35 of 'em now, all over the country, and each and every one is listed somewhere in this issue. Go find it, and don't come back until you do, dammit.

Quad Ring Spacer Seal

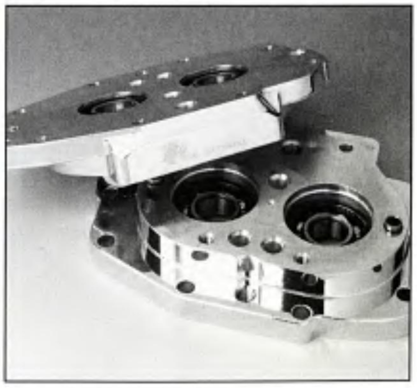
Yeah, I didn't know what the hell it was, either. But I did some extensive research over a beer and a burrito at the cantina down the street and found out it's for 4-speed trannys, from 1936-1985. It seals at four points, 360 degrees around the fourth main gear shaft. The transmission does not need to be taken apart to install Jay Dee's Quad Ring. Check it out by writing to the dude: Jay Dee, 4645 Oakford Way, Sacramento, CA 95842, or call him in the middle of the night at (916) 332-2093.

Kryptonite Hard Wire

Bike thefts are up 46 percent since '92. It's important we keep an eye on our bikes, now more than ever. This Super Hard Wire is 6-ft. x 3/4-in. braided steel cable with over 200 strands of tempered steel, making it stronger than conventional twisted cables. Its integrated snap-shut lock houses a 7-pin, tubular locking cylinder for high security protection against picks and drills. Kryptonite Corp., 320 Turnpike St., Canton, MA 02021-4777; (617) 828-6655.

Radiused Sidemount

Paul Yaffe of American Legend, one of the strong, young customizing bucks in the industry today, is responsible for this hot sidemount taillight/license plate bracket. The damn thing virtually disappears into the side of the rim from the profile of the bike. It's hot, it's billet, and it's available by dropping a note to Paul at American Legend, Dept. ER, 4110 N. 20th St., Phoenix, AZ 85216; or ring up the Young Turk at (602) 266-8226.



Total Performance Doors

The crew at TP Cycle & Engineering measured 50 cases and 50 end covers, took their findings, and designed their door for precise case-to-door and door-to-case cover fit. It's made of 6061-T6 aluminum with high-speed, steel-caged bearings and clips installed. Ten times stronger than stock, it's designed to eliminate gear deflection for smoother shifting and quieter running. TP Cycle & Engineering, 62 Mill Plain Rd., Danbury, CT 06811, (203) 744-4960.

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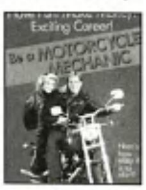

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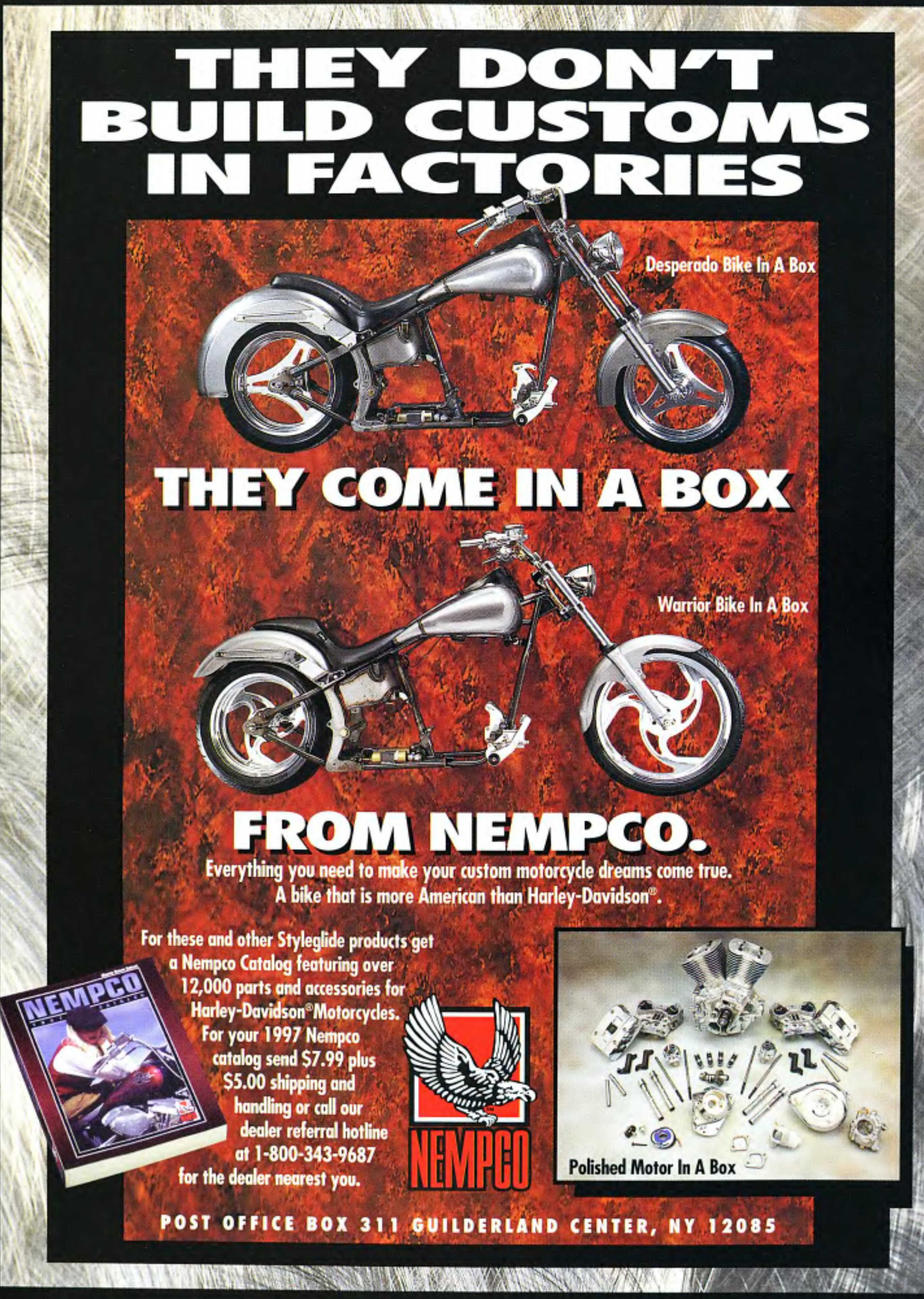
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The Flying Tigers originally flew missions over the Burma Road to help route the aggressors from Indo-China during World War II. Early in the 1990s, they flew this American classic back to the United States for a full-blown restoration by one of their longtime employees.

Kevin Kelly and his wife, Connie, were touring the Orient on late-model Harleys some years ago when they stumbled onto the jungle remains of a '48 Panhead in Malaysia. The Malaysian owner was at a loss to attempt a genuine restoration. Neither parts, service, nor knowledge were available. The chore fell to Kevin, who opted to bring it to California on a Flying Tiger air cargo carrier for his first attempt →

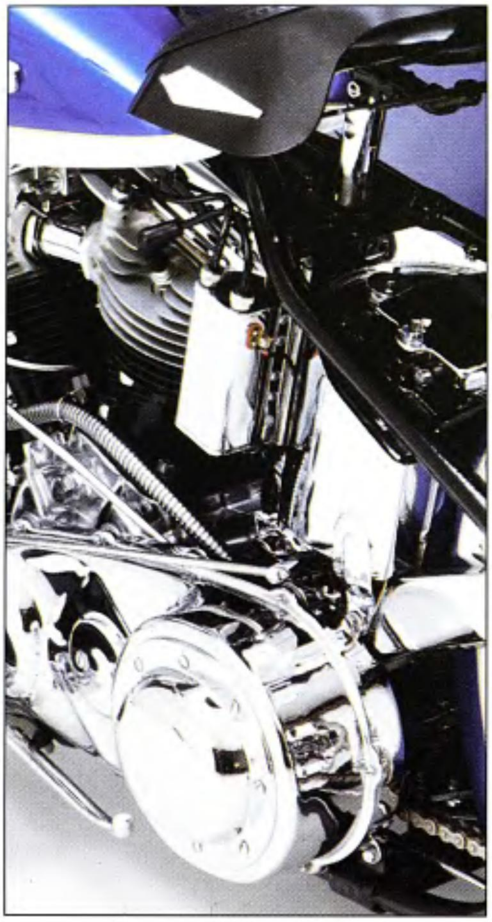
FLYING TIGER RESCUE

FROM THE JUNGLE TO THE STREETS

at motorcycle restoration.

Kevin has been the head airplane wrench for two decades at Flying Tiger's L.A. Airport terminal. The goal before him was to recreate the most beautiful Harley-Davidson Springer Panhead in the world. He was open-minded on the time frame, but never realized he'd be five years older before the job was completed. Conservatively, he estimates 2,000 hours for his labor alone. He reckons another $30,000 was spent on outside service, parts, suppliers, chrome plating and paint work. His wife faithfully tracked down parts, kept an eye on the oftentimes slim budget, and kept the Bud flowing. No easy chore in itself.

When asked if there was a funny incident he could recall, Kevin paused a moment and snapped, "Yeah, it took five years to restore and I thought it would be easy." Problems with newly chromed components caused endless →



slow-downs and corrections of mating parts that didn't fit. Sometimes new plating would completely destroy the refurbished part and he found himself at the lathe or mill late into the night making a new replacement. Separation anxiety manifested itself every time a remanufactured part was sent back to the platers. Few new aftermarket parts fit without modification and machining. Every part on this bike has been handled and processed dozens of times before it was installed on the machine. Instead of sheep, he began to see head gaskets and ball bearings jumping over his pillow.

Has the effort been worth it? How about five first-place trophies at the first five shows the Panhead has been entered in this year? *Easyriders* shows in Anaheim, California, and Columbus, Ohio, and the Laughlin River Run Harley-Davidson show have been the most gratifying to Connie and Kevin.

—M.F. Egan

Owner: Kevin Kelly
City: Sunland, California

General
Fabrication: Kevin Kelly
Year/make: 1948 H-D
Model: EL Panhead w/sidecar
Value: labor of love
Assembly: owner
Chroming: Casa de Chrome

Engine
Year/model: 1948 EL
Rebuilder: Kevin Kelly
Ignition: points
Displacement: 61 cubic inches
Lower end: H-D
Pistons: forge-true
Cases: bead blasted
Heads: ported and polished
Cam: Sifton
Carb(s): Linkert M-74
Pipes: 2-into-1
Modifications: 74-inch air cleaner

Transmission
Year: 1948
Modifications: rebuilt, 3-speed w/reverse

Paint
Painter: Damon's
Color/type: marina blue/DuPont
Special paint: Chroma-one

Frame
Type: H-D wishbone rigid
Modifications: 28-degree rake

Accessories
Bars: Speedster
Fender(s): original fatbob
Headlight: Cycleray
Taillight: tombstone
Speedo: replacement
Pegs: footboards
Electrics: owner
Gas tank: 3 1/2-gallon saddle
Oil tank: 1-gallon horseshoe
Oil system: recirculating
Primary cover: Diamond
Seat: deluxe solo saddle
Mirrors: round
Grips: original

Forks
Type: in-line springer
Builder: H-D, owner
Modifications: chromed

Wheels

Front
Type: Star
Size: 16-inch
Tire: Commander
Brake: H-D disc

Rear
Type: Star
Size: 16-inch
Tire: Commander
Brake: H-D disc

Photos: Raiko Hartman

JUDGED CLASS: BEST SPECIALTY
Easyriders Bike Show Tour, Anaheim, California, Jan. 4, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1998

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FREEDOM AIN'T FREE
FIGHT FOR YOUR RIGHTS

Don't Mess With Texas

Texas bikers kick ass. That seems to be the rule down there. A couple of years ago we ran a story about them mounting a takeover of the Democrat party. They not only elected delegates, but incorporated the repeal of their helmet law into the party platform.

Well, they've done it again, and this time it's the big one! They managed to ram through a repeal of their helmet law for adults. This was a goal set in motion eight years ago, when the law was enacted.

Many groups, including, but not limited to, Texas Motorcycle Rights Association (TMRA II), Texas ABATE Confederation, the Confederation of Clubs, and the Gulf Coast Motorcycle Rights Association followed the lead of Bill "Sputnik" Strain at the last Democratic State Convention, and worked their legislature until they got their bill through.

The victory was not without cost, but Sputnik feels the riders of Texas can handle the fine print. One of the last committees tacked on an amendment that makes it necessary, if you want to ride lidless, to complete a rider training course, or have some kind of personal health insurance with a limit over $10,000. Sputnik feels these provisions are unconstitutional, as he said, "We needed to get the buckets off our heads. Our general memberships voted to move the bill, so we did! Now we'll work on the insurance and rider ed. provisions. But in the meantime, our heads are free."

As has always been an *Easyriders'* tradition, we will support the folks fighting in the trenches, and never pass judgment on their success. The bikers of Texas know what's good for Texas. Excellent work and good luck. We wish all the other states success in their repeal efforts; Arkansas, Guam and Texas have truly been inspirational to us all.

—Oz

Bros Break Out In Massachusetts

Sayin' thanks for a great year, the bros at Pristine Cycles of Braintree, Mass., hosted their First Annual Spring Break Out Party and Motorcycle Raffle, on March 29, at Spotlights in Weymouth. More than 300 bikers were on hand for the wild event that included live entertainment, door prizes, a buffet and a raffle for a Shovelhead drag bike.

A concert featuring Organic Panic and Southbound got the house rockin'. In between sets, hundreds of door prizes were given to attendees, while last-minute raffle sales kept the registration table busy. The lucky winner of the beautiful Harley dragster was Donald Roth of Nashua, N.H. Portions of the raffle proceeds were donated to a homeless veteran's shelter and children's charities.

This was Pristine Cycles' first Spring Break Out Party, and judging from the comments by attendees, it's gonna be repeated next year. So, when in the South Shore area, drop by Pristine Cycles, #8 Brookside Rd., Braintree, MA 02184, (617) 848-7500.

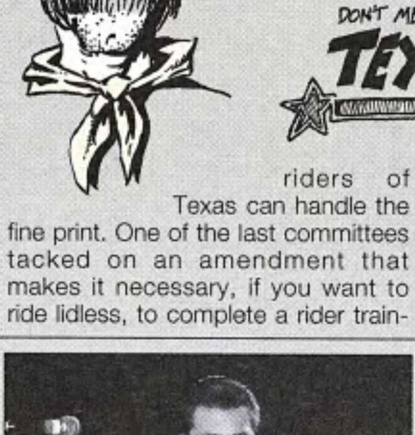
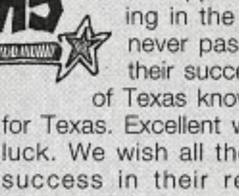


Photo: Bill Gannon

—Bill Gannon

RRRRRRRevenue Tool!

Deeming anything louder than a cat fart unacceptable, Philadelphia's City Council passed a noise ordinance aimed at bikes and noisy cars. The decibel level they've established as "noisy," is 80 decibels. The normal decibel level of a stock Harley muffler exceeds 80 decibels. The ordinance went into effect April 7, 1997.



All "fines" on ordinance violations are the city's to keep, not the state's. As impoverished as this city claims to be and with an ordinance like this backing them up, the cops'll will be writing citations with a vengeance.

—Rocky, ABATE of Pa.

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HALL OF FAME
GARY CONDIT

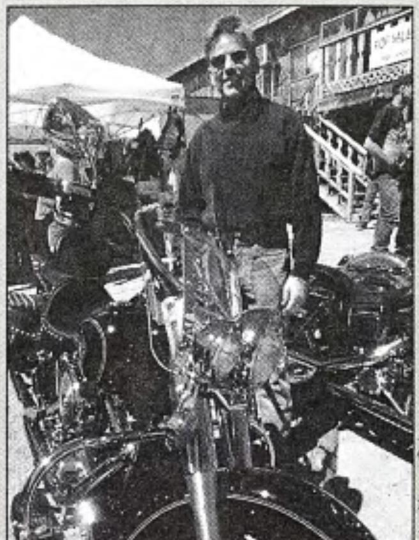


Photo: Nancy Cairns

California Congressman Gary Condit (D)

One of motorcycling's best friends in Congress, and an unsung hero of the battle that resulted in the repeal of the National Helmet Law and Speed Limit is California Congressman Gary Condit.

Gary is a lifelong rider and defines the term "individualist." He comes from Modesto, where he served in his city and county governments until being elected to the California Assembly. While there, he championed the rights of motorcyclists, and generally fought for the rights of the "little guy." Gary was one of the "Gang of Five," who tried to topple then Assembly Leader Willy Brown. Brown helped Dick Floyd in his cause to pass California's helmet law, and Gary fought him at every turn.

Gary was elected to Congress in 1989 in a special election and has continued bucking the "status quo." He is now the leader of a group of conservative democrats who call themselves the "Blue Dogs." In this role, Gary commands a substantial number of "swing" votes and is involved in most major legislation. It's in this capacity that he now watches over the bikers and their causes, knowing that big government will always try to expand its reach, and we are prime targets.

Easyriders would like to recognize the contributions and hard work of Democrat Congressman Gary Condit. We welcome him into the *Easyriders* Hall of Fame. —*Oz*

IDAHO CELEBRATES
AWARENESS MONTH

Photo: Chuc Coulter

On May 3, 1997, the Idaho Coalition for Motorcycle Safety (ICMS) held its 12th Annual Motorcycle Awareness Rally in Boise, Idaho, with an escorted parade from the city of Meridian to the state capitol. Governor Phil Batt and several regional mayors joined in proclaiming the month of May as Motorcycle Awareness Month.

Dal Smilie, AMA trustee and vice chairman, was the keynote speaker who addressed the crowd of over 500 motorcyclists on the capitol steps. The afternoon ended with a barbecue hosted by the Christian Motorcycle Association (CMA).

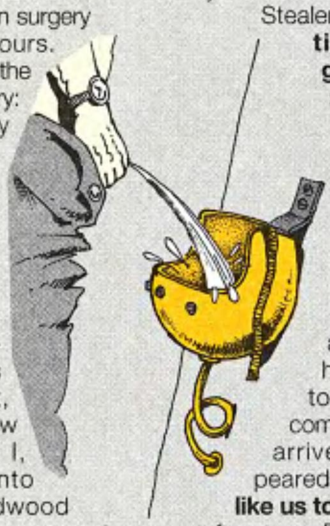
ICMS was joined by local riding groups and ABATE chapters from around the state.

—*Chuc Coulter*

SHORT STROKES
SICK LIKE A LI'L DOG

I told myself I wouldn't start off my sacred riding column with this topic, but then out of nowhere I got a call from our Bros Club director, and *ER* employee for 15 years, Gregg Daniel. He was in the hospital. Seems he went to Atlanta to attend an *ER* store/Bros Club happening and returned that morning. For almost a year he'd been estranged from his wife of 20 years, and they were trying to work it out. He was spending quality time with her in a local park when he slipped while climbing a rock and shattered his ankle. He was in surgery for three and a half hours. When I talked to him on the phone, I told him this story: A longtime riding buddy of mine and fellow Hamster, Barry Cooney, has been riding for some 30 years. He's built every conceivable form of chopper, and he's building another one right now—all high-bars to the stars. Barry's partied with the best, drunk with the rest. A few years ago Barry and I, while jammin' back into Garberville to the Redwood Run, almost piled into a compact that decided to stop in the middle of the winding, pine tree-shrouded road. In other words, he's lived an active, dangerous lifestyle. So a couple of years ago, while dragging a glass coffee table out of the back of his truck, Barry slipped, the glass broke, he tried to save, it and it almost cut his foot in half. My point to Gregg, as I was lying in bed, nursing a flu bug so harsh I could barely move, was that we live a risky lifestyle; the roads are dangerous, the traffic is treacherous, the women are terrifying, the drinking and partying extreme, yet we survive. In fact, Gregg went down a couple of months ago on a busy freeway, got up, dusted himself off and walked away. So when something like this comes along, we wonder what the hell happened. To be laid up by anything other than a bike, a fistfight, or during a bout with the fairer sex, just isn't within the guidelines of the code of the West. Besides, I got shit to do. Get well quick, Gregg. **Now here's the news**: Buzz is the name of a software package listing profiles, addresses, and contacts on over 600 government officials. This DOS-based package is available to motorcycle liberty fighters/AMA members for only $16.95. Call (800) 532-8788...**We weren't aware of the grave effect the Boob Guide had** on the public. A Wisconsin man was caught stealing pigs and selling them in an attempt to raise money for a stripper's boob job. He was sentenced to 10 years in prison. I think he should get some sorta Boob Dedication Award, or maybe we'll start a "Free The Pig Stealer" T-shirt...**About the time you lose your grip** on what's sane, a story arises from the ashes about a biker, with long, gray hair, tattoos, and a pirate ring, who rescued Sybil Psuik of Littleton, Colo., and her daughters and granddaughters from a wrecked car. He helped move the girls to a safe location and comforted them until help arrived. Then he disappeared...**Jay Daniel would like us to mention** the death of famous Daytona Champion Roger Reiman, number 55 and Daytona winner in 1961, 1964, and 1965. He recently competed at the age of 58 in the Battle Of The Legends Race, and it was his last. Many will miss him...**Here's a bit of info for the web browsers**. Rick Doss, famous bike builder from Danville, Va., and custom parts designer for Custom Chrome, has launched his own website; check it out: http://www.rickdossinc.com... **Oh, by the way**, I recently received a newsworthy item from my own web home (Bandit's Bikernet: www.bikernet.com) from a concerned rider in New Hope, Pa. Recently passed regulation allows one bike per parking space in the tourist areas. Doesn't make sense to me, unless the meter maids are starving. If you wanna voice a complaint, call the New Hope Municipal Building (215) 862-3347... With that, I'm gonna take another dozen aspirins, pray that this shit goes away, and call Gregg to tell 'im he ain't shit, if he ain't riding in a week. Ride forever.

—Bandit



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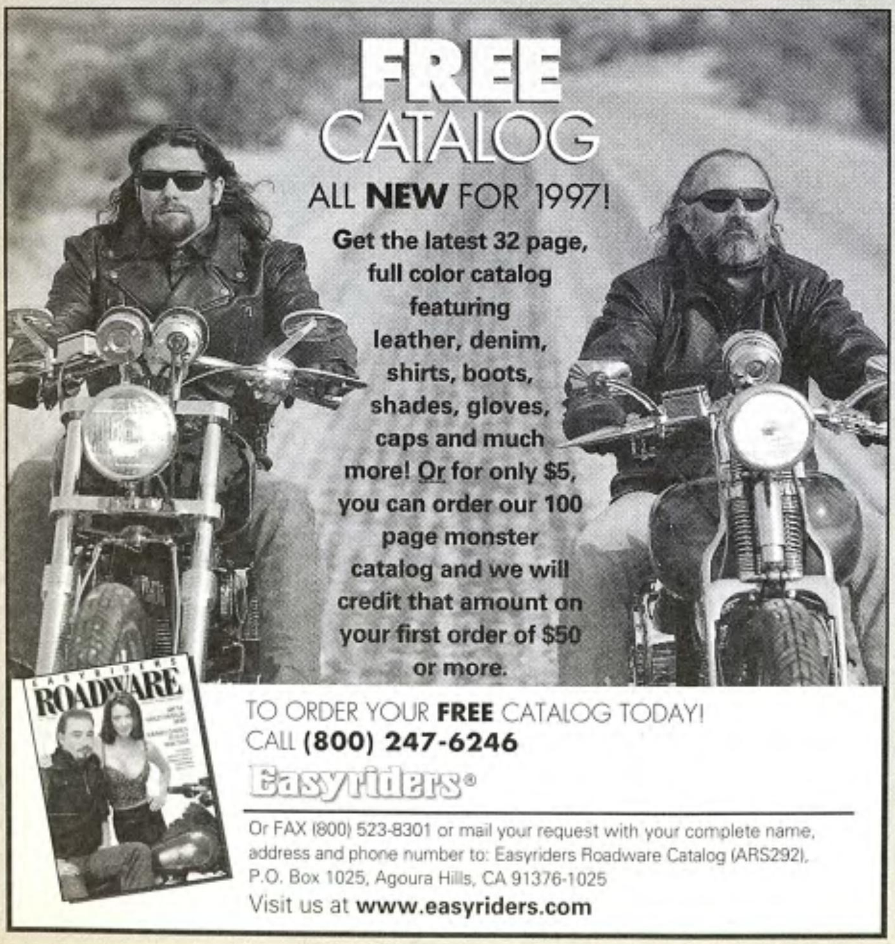


ROAD TUNES

The Doobie Brothers

Some things endure. Some things have what it takes to weather change, cultural shifts, fads, phonies, and the inevitable ravages of time. The American Big Twin is one of these survivors. The Doobie Brothers are another. And the two go together like Jack and ice.

As a reported 40,000 scoots thundered into the Colorado River community of Laughlin, Nevada, for the '97 River Run, the sound was sweet and loud. So were the tunes of the Doobie Brothers band, powerin' full-throttle through Friday and Saturday night concerts. The evenings were warm, the beer was cold, and the music was hot ... my idea of a true cultural experience.

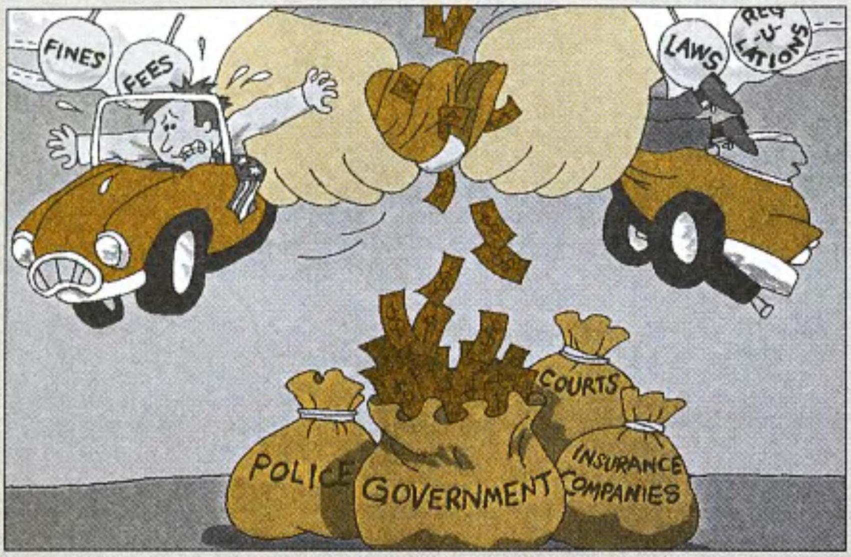
The Doobies' present lineup of musicians includes the familiar faces and voices of frontmen, Tom Johnston and Pat Simmons—important links to the beginnings of the group, back when they were just biker-bar rockers from the Bay.

Last year's CD release, *Rockin' Down The Highway: The Wildlife Concert*, was a two-disc trip from the early hits to the present, showcasing the bros at their best ... live and loud.

While all their great hits rocked through the desert night, it was evident that these guys are still into what they're doing. They dig it. And so did the audience. Each song triggered a memory. *Take Me In Your Arms (Rock Me A Little While)* conjures up the image of that blonde at Sturgis in '88; *Black Water* was playin' in that bar in New Orleans when the sheriff arrived; *Dangerous* recalls a lost bro; *Listen To The Music* put it all in perspective.

The Doobies' sound epitomizes just what this lifestyle is all about—hard ridin', hard rockin' and that insatiable instinct to grab life by the tail and never let go. —*Bill Hayes*

HIGHWAY ROBBERY AWARD
NHSTA WINS AGAIN!



For the last couple of years, the National Motorists Association (NMA) has been giving out their Annual Award for the Advancement of Highway Robbery. They present this award to the organization, agency, business or individual they feel has done the most to harass, tax, intimidate, deceive or otherwise abuse American highway users.

Among some of the activities that earned them their second award: NHTSA steadfastly supported the 55-mph national maximum speed limit, which the bikers and the NMA fought, along with the helmet penalties, and succeeded in repealing. NHTSA also showed unflinching support of any policy that served to punish motorists or bike riders, whether it be with helmet laws or a speed limit the was appropriate somewhere around 1925.

NHTSA provides funds—taken from federal gas taxes—to state law enforcement agencies to crack down on motorists through "enforcement blitzes." The fact that these enforcement blitzes have no proven positive effect on highway safety is of no consequence to NHTSA. The only guaranteed result is more tickets, fines and insurance surcharges.

Along with the insurance industry and the auto industry, NHTSA objects to giving consumers the option of purchasing or not purchasing, or using or not using air bags.

The NMA feels that NHTSA has proved that no regulation is too arbitrary, too abusive, too costly, or too authoritarian, and for that received the most votes. That is why they earned this year's Award for the Advancement of Highway Robbery.

The NMA's Gail Morrison will, once again, attempt to meet with NHTSA Administrator Ricardo Martinez to personally give him this award.

—NMA

DICKHEAD RETURNS
OLD DOGS STILL BITE

Hey, guys, remember the bully who beat the crap out of the California legislature for 10 straight years till they finally passed a helmet law? Well he's back, and his four-year absence from Sacramento doesn't make me feel any better about him than when he left!

That's the thought that was running through my head as I watched Dick Floyd, on the floor of the California Assembly, fall into the trap that the California bikers had set for him. Yeah, that's right, Dick(head) Floyd, the one legislator in the country who's universally identified with screwing over bikers.

Seems Dick's latest plan was a scheme to make wearing a helmet without a DOT sticker a misdemeanor. His way of accomplishing this was a bizarre labeling statute that confused even the hardened professional analysts that inhabit Sacramento.

Dick had overlooked the strides the California bikers had made in the last few years, though, and they were ready for him. Floyd began his opening and was set upon by biker-friendly lawmakers with questions and oppositions. Losing his cool, Floyd began to harangue the opposition. Running out of time, his microphone was shut off, enraging him even further. He began yelling at the Presiding Officer, goddamning everyone in earshot, and generally making a fool of himself. This was exactly what the bikers had planned, and when the vote came down, Floyd not only lost miserably, but realized he could no longer strike fear into the hearts of the bikers.

As I saw him walk, slumped shouldered out of the room, the old dog with his teeth pulled by the bikers, he looked humiliated, like a badly beaten bully. Did I feel sorry for him? Fuck no!

—Oz

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Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
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Iowa
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Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
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Butterfield's M/C Parts, 8025 Blondo, Omaha

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Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

BROS NEWS
PARTY TIME

It's party time and Sparky and I rolled into one of the biggest of the year at the *Easyriders* of Las Vegas Spring Bash. If you like bikes, babes, beer, and plenty of bros, put this one on your calendar.

J.P. Jaramillo and his crew have this one down. Each year it gets bigger and better. Being a Bros Club member at these functions is definitely an advantage. JP sets up a special tent for them with plenty of cold ones close by. Nothing but the best for us bros.

The party got underway early Sunday morning in the town that never sleeps. You shoulda seen the lines of people waiting to get in. And it was worth it. They featured a Ride-In Bike Show, babes in bikinis at the bike wash, and, speaking of mouth-watering, plenty of barbecued chicken and ribs. Two live bands, De Je Blue and Jimmy Lee with Wildcard, kept the music pumping all day long, and those Vegas girls made for one of the best bikini contests ever.

As I started to leave the next day I stopped by the store to have the service manager, Barry Cabrera, check out Sparky. Ever since she went down on the interstate last September, she has taken up the nasty habit of shaking her head at around 80 mph.

Barry and Dave Wrigley jacked the front end off the ground and discovered that it hung about 20 degrees to the right. They checked the neck bearings and found that they were OK. They started shining a light under the fairing and found that all the welds on the neck were cracked, most likely a result of September's accident!

Thanks to two Las Vegas Bros Club members, Theron and Captain Kirk, Sparky got back home where she will be getting her frame straightened and, hopefully, back on the road soon. Thanks guys, you went the extra mile.

That's all for now. See ya in the wind or contact me at: Gregg Daniel, Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000;e-mail: brosclub1@aol.com.

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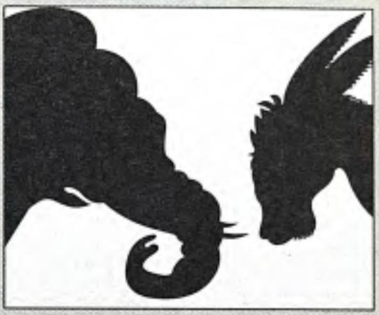

Seems like they've been falling like tenpins lately. States repealing the helmet law are cropping up all over.

We could make it happen in New Jersey. For over three years, we've had a state bill (S440) relegated to legislative "football" as various assembly-people play around with our intentions. It did pass the State Senate two years ago with a comfortable margin, only to get beat to death on the last day of session. This time around, we have about seven months left to make it effective, get it passed, and get Madame Gov.'s signature on it.

Until recently, our bill was being held in lock-up in a hostile committee chaired by Rose Heck. She completely ignored us and our plea for a hearing to bring the bill out of committee. This old windbag kept her own council and attitude about us to boot. So, we scheduled a meeting with Assembly Leader Jack Collins. We gave him a good shot of reality—speaking and questioning him for two hours. He went away enlightened and in agreement with our cause, promising to wrest the bill from Heck's hot little hands and have the situation aired. That's where we stand now. Let's hope we can pull the same magic out of freedom's hat that so many other states have been doing lately.

—*Gary Introne, ABATE of NJ*

Late Breaking News

On June 16, 1997, ABATE of NJ broke S440 out of the committee where it'd been held hostage. This is a major step forward and gives NJ ABATE several months to lobby before the Assembly floor vote, where freedom looks good. There are even positive vibes coming out of their gov's office. Way to go! You're a great example to the rest of us.

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WHAT'S HAPPENING

ALASKA
Freeze-Up Run
Date: September 13-14
Place: Anchorage
Info: (907) 522-8574

Freeze-Up Run
Date: September 27-28
Place: Kenai
Info: (907) 522-8574

ARKANSAS
Eureka Springs Rally
Date: August 29-Sept. 1
Place: Lake Leatherwood
Info: (501) 847-8345

CALIFORNIA
End of Summer Run
Date: September 12-14
Place: Porterville
Info: (916) 442-4727

Motorcycle Swap Meet
Date: September 14
Place: Ventura
Info: (805) 650-6777 (days)

ABATE Local 1 Critter Run
Date: September 28
Place: Chatsworth
Info: (818) 792-6958

Ride For Kids
Date: September 28
Place: Vallejo
Info: (800) 253-6530

COLORADO
4 Corners Iron Horse Rally
Date: Aug. 29-Sept. 1
Place: Ignacio
Info: (970) 563-4171

2 Wheelers/Maverick H-D Nut Run
Date: September 21
Info: (303) 433-0564

CONNECTICUT
Motorcycle World's Fair
Date: September 19-21
Place: Bethlehem
Info: (860) 585-6684

FLORIDA
Int'l Run For Children
Date: September 21
Place: (800) 526-LACE

GEORGIA
ABATE Dist. 2 Fall Party
Date: September 13-14
Place: Gainsville
Info: (404) 294-8900

ABATE Dist. 1 Poker Run
Date: September 14
Place: Chattanooga, Tenn.
Info: (404) 294-8900

Cherokee Estates Cookout
Date: September 20
Place: Dalton
Info: ABATE (404) 294-8900

ABATE Dist. 8 Pig Roast
Date: September 27-28
Place: Augusta
Info: (404) 294-8900

IDAHO
End of the Sun Run
Date: September 13
Place: Northern Idaho
Info: (208) 245-2320

Wood River Toy Run
Date: September 27
Info: (208) 788-5497

ILLINOIS
Bean Farm Party
Date: September 6
Place: ABATE Southeast Region
Info: (800) 872-2283

Biketember Fest Cookout & Bike Show
Date: September 6
Place: ABATE Westgate Chapter
Info: (800) 872-2283

Poker Run
Date: September 13
Place: ABATE Black Diamond Chapter
Info: (800) 872-2283

Fall Poker Run
Date: September 13
Place: ABATE Central Ill. Chapter
Info: (800) 872-2283

Toy Run
Date: September 14
Place: ABATE Piasa-Gateway Chapter
Info: (800) 872-2283

Fall Into Fall Party
Date: September 20
Place: ABATE Lincolnland Chapter
Info: (800) 872-2283

Toy Run
Date: September 27
Place: ABATE Eastern Chapter
Info: (800) 872-2283

INDIANA
Cathy's Blowout Party
Date: September 6
Place: ABATE Region 5
Info: (317) 422-8040

Poker Run
Date: September 6
Place: Martin County, Reg. 10 ABATE
Info: (317) 422-8040

Rebel Yell
Date: September 12-14
Place: ABATE Reg. 7 & 9
Info: (317) 422-8040

Summer's End Party
Date: September 12-14
Place: Marshall Co., Reg. 1 ABATE
Info: (317) 422-8040

Ladies Ride
Date: September 13
Place: Porter Co., Reg. 2 ABATE
Info: (317) 422-8040

Southern Hills Bash
Date: September 19-21
Place: Reg. 10 ABATE
Info: (317) 422-8040

Chili Fest
Date: September 27-29
Place: Morgan County
Info: (317) 422-8040

IOWA
Pocket's Run
Date: September 6
Place: ABATE Dist. 3
Info: (515) 858-5001

Weekend Campout
Date: September 6
Place: ABATE Dist. 15
Info: (515) 858-5001

Not Sherryl & Wade's Party
Date: September 13
Place: Germantown
Info: ABATE (515) 858-5001

Toys For Tots Run
Date: September 20
Place: Algons to Clear lake
Info: ABATE (515) 858-5001

KANSAS
Blackjack Run
Date: September 25
Place: Wichita
Info: (316) 267-6677

KENTUCKY
Col. Shelton Memorial Poker Run
Date: September 13
Place: Owensboro
Info: (502) 785-4025

LOUISIANA
Cajun Chapter Bike Show
Date: September 27-28
Place: Lafayette
Info: (800) 393-5966

MAINE
16th Annual Toy Run
Date: September 7
Place: Augusta
Info: UBM (207) 338-6068

Foliage Run
Date: September 27
Place: Bangor
Info: UBM (207) 269-3281

Foliage Run
Date: September 28
Place: Farmington
Info: UBM (207) 644-8243

Foliage Run
Date: September 28
Place: Damriscotta
Info: UBM (207) 587-2871

MARYLAND
Jack Daniel's Party/Pig Roast
Date: September 7
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

Ride For Kids
Date: September 14
Place: Columbia
Info: (800) 253-6530

MASSACHUSETTS
Fall Round Up
Date: September 5-7
Place: Florida, Mass.
Info: (800) 432-1662

MICHIGAN
Toys For Tots Poker Run
Date: September 6
Place: ABATE Reg. 1
Info: (906) 884-2347

Summer Party
Date: September 12-13
Place: ABATE Reg. 5
Info: (616) 689-0774

John Stewart Memorial Poker Run
Date: September 13
Place: ABATE Reg. 6
Info: (517) 879-4815

Family Day Picnic
Date: September 14
Place: ABATE Reg. 20
Info: (810) 743-0106

MINNESOTA
ABATE State Rally
Date: Aug. 30-Sept. 2
Place: Comstock Campground, outside Regal
Info: (507) 345-8512

MISSOURI
Chili Extravaganza
Date: September 5-6
Place: Local 9, Hannibal
Info: FORR (800) 309-RIDE

MONTANA
MDA Labor Day Run
Date: September 7
Place: ABATE Southwest Chapter
Info: (406) 225-9301

Testicle Festival
Date: September 18-22
Place: Clinton
Info: Rock Creek Lodge (406) 825-4868

NEBRASKA
Toy Run
Date: September 7
Place: ABATE Dist. 6
Info: (402) 397-1583

NEVADA
Fun Run '97 Poker Run
Date: September 14
Place: Las Vegas
Info: (702) 870-6121

Night Owl Run
Date: September 20
Place: Las Vegas
Info: (702) 896-6283

Fall Run
Date: September 27
Place: Las Vegas
Info: (702) 876-2884

NEW HAMPSHIRE
New England Regional CMA Rally
Date: September 18-21
Place: East Ringe
Info: (603) 366-5016

NEW MEXICO
Poker Run
Date: September 17
Place: ABATE Road Runner Chapter
Info: (505) 445-5956

Annual Color Run
Date: September 27
Place: ABATE Tres Rios
Info: (505) 632-5416

NEW YORK
Toy Run
Date: September 7
Place: W. Seneca
Info: (315) 448-1961

Toy Run
Date: September 13
Place: Fulton
Info: (315) 448-1961

End Of Season Run
Date: September 27
Place: ABATE Madison Chapter
Info: (315) 448-1961

Fall Foliage Run
Date: September 27
Place: Barneveld
Info: (315) 448-1961

NORTH CAROLINA
Maggie Valley Run
Date: September 20
Info: (704) 399-3990

Poker Run
Date: September 27
Place: CBA Raleigh Chap.
Info: (704) 399-3990

NORTH DAKOTA
Chilly Chili Run
Date: September 20
Info: (701) 223-5609

OHIO
Toy Run
Date: September 20
Info: (800) 25 ABATE

OKLAHOMA
COD JDF Run
Date: September 7
Info: ABATE (918) 834-6112

Swap Meet
Date: September 28
Place: Oklahoma City
Info: ABATE (918) 834-6112

OREGON
Parade Of Bear
Date: September 5-7
Info: ABATE (503) 285-4329

End Of Summer Run
Date: September 19-21
Info: ABATE (503) 285-4329

RHODE ISLAND
RIMA Bikers Rights State Party
Date: September 7
Place: Providence
Info: (401) 624-3706

TENNESSEE
CMT/ABATE Trail Of Tears Ride
Date: September 20
Info: (615) 883-5024

CMT/ABATE State Rally & Rodeo
Date: September 27-28
Info: (615) 883-5024

TEXAS
Scavenger Hunt/Poker Run
Date: September 12-14
Place: Axtell
Info: (817) 562-2780

WASHINGTON
Teddy Bear Run
Date: September 6
Place:E. Pierce County
Info: (206) 643-9675

Ride For Kids
Date: September 7
Place: Enumclaw
Info: (800) 253-6530

ABATE Sky Valley Chapter Campout
Date: September 12-13
Info: (206) 643-9675

ABATE Fall Swap Meet
Date: September 14
Info: (206) 643-9675

WISCONSIN
Labor Day Party
Date: September 7
Place: Lena
Info: (414) 989-1360

MRF Meeting Of The Minds
Date: September 26-28
Place: Madison
Info: (608) 222-9121

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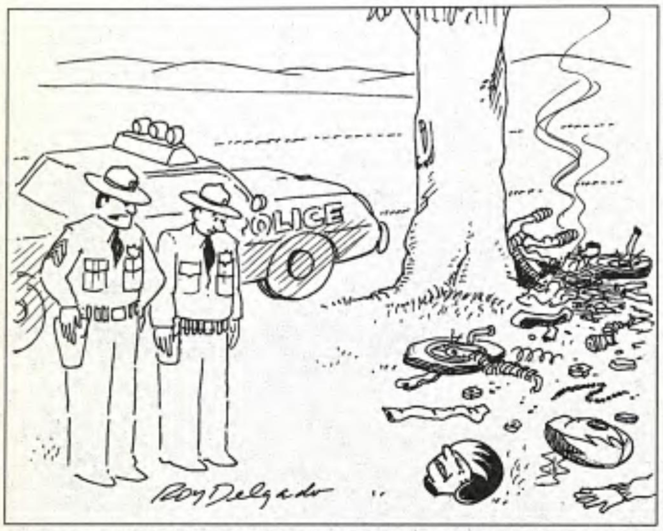


"Lucky guy—if he hadn't been wearing that helmet, his skull would've been crushed."

"She's had that silly grin on her face ever since she started riding a whisk broom!"

Abe takes his 30-year-old son aside and counsels him, "Son, it's about time you settled down and found yourself a nice Jewish girl to marry."

"OK," says the kid, and three months later he returns to inform his father, "Dad, I did what you said and found me a great girl that I like a lot."

"Fine, son. What's her name?"

"Lopez," says the son.

"My boy, 'Lopez' isn't a Jewish name," says Abe, disappointed. "Now get back out there and find yourself a nice Jewish girl."

Six months later, the kid returns again and announces, "I found a really great girl this time, Pop. She treats me wonderfully, and she's beautiful as well."

"That's good news, son," says Abe. "And what's her name?"

"O'Riley."

"Dammit, boy, 'O'Riley' is not a Jewish name, either! Now haul your ass back out there and find yourself a nice *Jewish* girl!"

Abe's kid comes back nine months later. "All right, Dad, I met this absolutely fantastic girl—she's funny, she's rich as hell, and she treats me like a king."

"Great, son ... and her name?"

"Goldberg," he says proudly.

"Excellent, my boy!" exclaims the father happily. "Now *that's* a nice Jewish girl! And what's her first name?"

"Whoopi."

BRS
USA

Pogo took the hardbelly home after their first night out on the town, and at the door he asked if he might come inside for some fun-and-games.

"Oh, no," says the chick. "I never invite a guy in on the first date."

"Fine by me," said Pogo. "How 'bout on the last date, then?"

Buzzard
Colo. Springs, Colo.

What do a biker babe in a short miniskirt and a chopped Harley have in common?

From the right angle, you can see the exhaust pipe and the springer front end at the same time.

Dee
America

"Grandpa's motto is: Live slow, die old, and leave a butt-ugly corpse."

Foxy Roxy, a big-titted knockout blonde, loved working in her vegetable garden, but no matter what she did, she just couldn't get her tomatoes to ripen. Her next door neighbor, on the other hand, was a biker who always had terrific, beautifully red tomatoes in his garden, so she went over one day to ask him how he managed it.

"Tomatoes? Nothing to 'em," the bro explained with a grin. "Twice a day, once in the morning and once at night, I drop my Levi's and expose myself in front of all the tomatoes, and it embarrasses 'em so much they turn bright red."

Doubtful, but desperate to have a perfect garden, Foxy Roxy took his advice and began exposing herself to her plants twice a day. Two weeks passed, and one afternoon the biker walked over to see how they were coming along. "So," he asked, "havin' any luck with those tomatoes yet?"

"No," she replied excitedly, "but you should see the size of my cucumbers!"

Big D
Fun Town

How are women and rocks alike?

You usually skip the flat ones.

Slasher
The Colony, Texas

"But I do love your body, Gwen—it's *you* I can't stand!"

Two rugrats were comparing fathers. "So what does your dad do?" asked the first kid.

"My pop, he's a lawyer," answered the second youngster.

"Honest?"

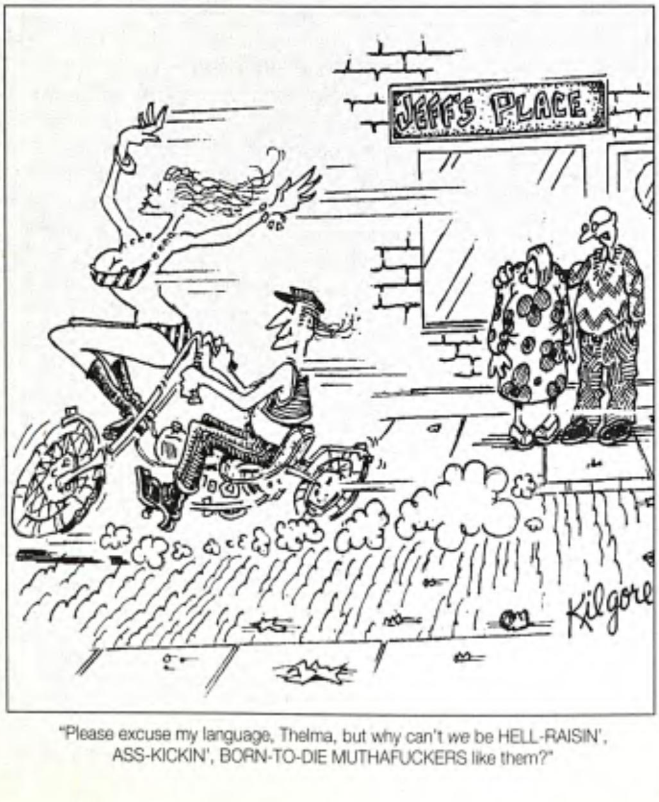
"Naw, just a regular lawyer."

DeeCee
Capitolizing

Why did the Mattel toy company have to pull its new line of biker dolls from the store shelves?

Nobody was able to get 'em outta the box.

Pyro Larry
The Rockies



"Please excuse my language, Thelma, but why can't *we* be HELL-RAISIN', ASS-KICKIN', BORN-TO-DIE MUTHAFUCKERS like them?"

"And no screwing in the treetops!"

"Look, man, I know you had a lot to drink last night, but you agreed to the stakes, and you won her fair and square."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

ODDBALL SPORTY

I have a 1983 XLH Sportster. The trouble is, every time I look in a catalog to find a part for it, I can't. Seems every time I start to look for the year of my Sporty, it's not there. Example: I've been looking for a set of forward controls. I look under Sportster, and I find years 1973-1980, then 1984 through present. That's not the only thing I can't find. Other items such as: chrome oil tank, dash mount, twin bob tanks and many other things don't show up. So what's the deal, and can you tell me where I could find the parts and why it's such an oddball year?

Carl T.C. Cook
Quinwood, West Virginia

I've heard this one before, and decided to check with some of my sources on it. Evidently, Harley tends to make changes on certain year bikes that don't always get carried over into the future. I was informed that for Sportsters, 1979 marked a period of time that saw many strange configurations of parts and pieces, and this mixing and matching went on until the Evo Sporty was released in '86. Because of this, your larger aftermarket manufacturers such as CCI, Drag, and the like don't continue to make or carry parts for these odd-ball bikes. I realize that this sucks from your point of view. There are two Sportster experts you can speak to: Roger Kallins of XRV (818) 249-6322 or Skeeter Todd from Nempco (408) 734-3750.

OIL SLICK

Help! I just put my bike back together after a long winter. When I started it up to take it for a shakedown spin around the block, I noticed that damn near all my oil was behind me ... literally. The damn thing puked it out the breather line. What the hell?

Zippy
Sheboygan, Wisconsin

Hmm ... I seem to remember a good friend of mine having a similar problem. Have a beer, and take a breath. It's not real clear just how much work you did this winter. If you didn't have the engine or oil bag out, your check valve leaked and you're a little bit sumped. This is a self-solving problem; just ride it a little farther. However, if you did have the engine or the bag out, or the lines off, check the oil lines routed to the filter. If they are on backwards, perhaps this could well be the cause of your problem. See, the filter is designed to have the oil introduced around the outside of the element, where all the little holes are. Then it comes out through the center hole. This allows maximum filter area to take the badness out of the system. But, oftentimes, filters have rubber one-way gaskets or valves on the inlet side. So, if you plumb the lines backwards, it's hard for the oil to get out, and the pump may not be able to scavenge fast enough, so it pukes out the breather. Hope this helps.

FORKIN' PROBLEMS

I need some help. I'm temporarily living here in Germany (Uncle Sam sent me here). Now for my problem: The weather finally cleared up enough to go for a putt last week, and after pulling my sled from winter hibernation, that's exactly what I did. However, I noticed that whenever I hit the front brake (a single caliper), my front fender always seemed to jump to the side. If I get a fork brace, will this solve my problem? I've been talking to a friend back in the States, and he can only find fork braces for 35mm, and 39mm forks. I have a '92 Softail with a 41mm wide glide front end. Somebody makes a brace for these forks, but who is it? If a fork brace is not the answer, what is?

Terminator
Babenhausen, Germany

First the easy stuff. Fork braces for 41mm wide glides can be purchased from Custom Cycle Engineering (1970 Peacock Blvd., Oceanside, CA 92056; 800-47-CYCLE, or 619-941-6487). They have fork trusses and tweak bars for your front ends that would add stability and style to your ride, so talk to Rick Whitehead, and he'll get you set up. Although the stock caliper does move while it clamps on the disc, it is mounted securely to the fork leg ... or is it? Check that first. Does the whole wheel turn, or is it just the fender? Check the pinch bolts in the lower tree, and also the fork tube nuts on the top one, and tighten them to the factory specs if they are loose. Also, check out the wheel bearings to see if they are loose or worn out. The fender is mounted to the sliders, so if it is moving, I'd look into the forks being tightly secured in the trees.

ROTOR-RAMA

What's the deal with brake rotors? I know that factory Harleys come with stainless steel rotors, but I hear from my hot-doggin' buddies that cast iron discs help stop the beast better. Is this so, and why don't the factory bikes come with them instead of stainless? Just curious.

Mace
Amarillo, Texas

Well, cast iron has better friction qualities and is more porous than just about anything other than carbon fiber. Go look at the brakes on your cage, and you'll see that they are cast iron. Thing is, cast iron rusts by nature, and many people don't like seeing rust on their putt. That's why stainless steel rotors are used on factory bikes, and are popular in the aftermarket. Also, stainless discs can be polished for some added flash. Both work well; the choice is up to you as far as your riding style's concerned. Performance Machine, GMA, and many others offer both, and can get you stopped safely, and with some flash to boot.

CUSTOM CONFUSION

I have a '90 custom Shovelhead, and to be honest, I don't know a damn thing about working on it. I'm tired of hauling it to a shop twice a year for repairs I should be able to do myself. Is there a good manual around that can guide me through this?

Mystery Man
Lost in Montana

Easyriders Tech Tips & Tricks, Vol. 3 *and* Vol. 4 *will help. Some H-D shop manuals for the years your bike covers, and continued subscriptions to* Quick Throttle *and* Easyriders *will do the trick for reference. But first and foremost, get a handful of tools and take the sonuvabitch completely apart and put it back together. You'll know more after that than any article I can point out!* ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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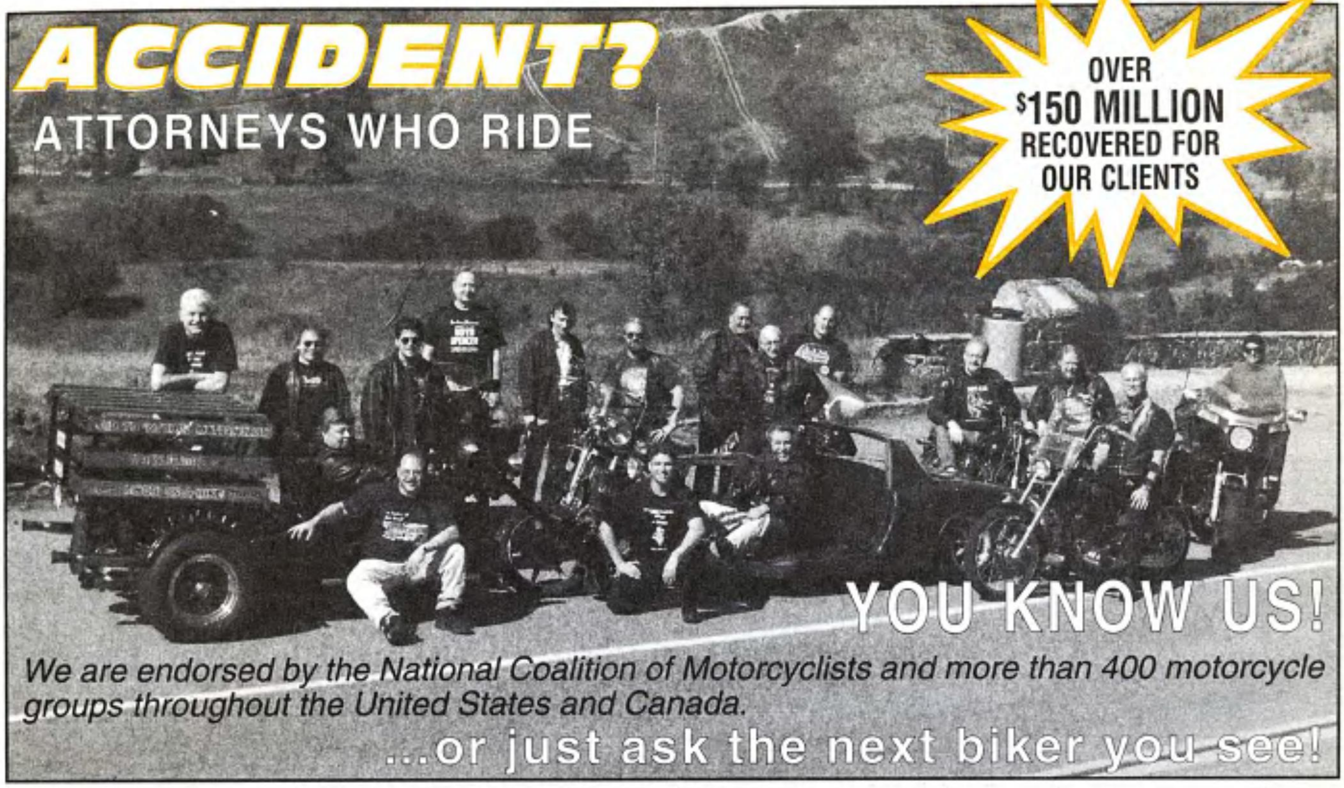

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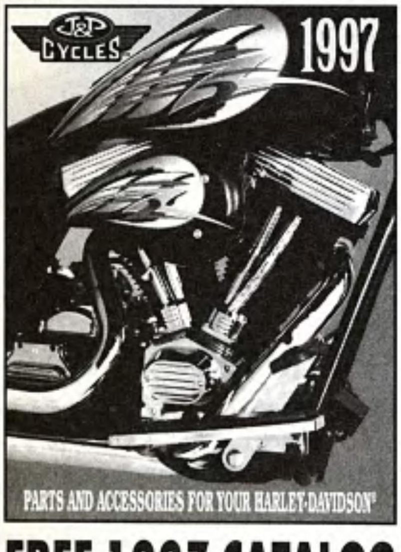

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F.I.G.H.T.® UPDATE

Maryland Case Cracks Law:
May Be Nationwide Key

At midnight, September 30, 1992, I slowed, pulled off the highway and, for the first time in years, put on a helmet. The outgoing governor, as his parting shot, had twisted enough legislative arms to reinstate Maryland's helmet law.

I raised my frustration with Peter Prevas, my close friend, counselor, and the smartest attorney I know. Pete said, "Why not file a Declaratory Judgment action, and ask that the helmet law be declared unconstitutional?"

Maryland's helmet law, like that of most states, is copied from the Uniform Motor Vehicle Code. It requires "protective headgear," and does not use the word "helmet" at all. Many state helmet laws were also copied from the same source and like Maryland's, mandates that the state "shall publish" a list of approved protective headgear by name and type. No state has published such a list. Most states rely on FMVSS 218, a federal helmet testing standard, instead.

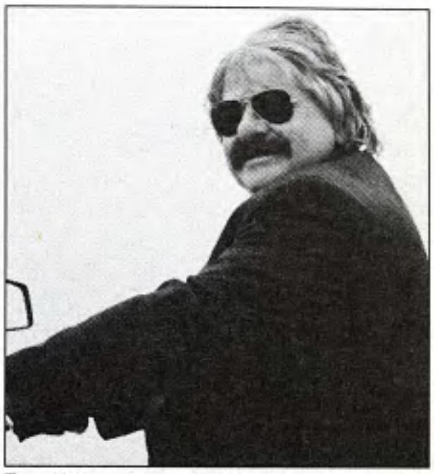
Now all I needed was a client.

I met Mike Lewis at a swap meet; he had a legal problem he wanted to discuss. He had received a helmet ticket, appeared in his own defense, and was convicted. He appealed to the Circuit Court, but wanted to be represented by an attorney for his next trial. He'd heard that I was an independent biker attorney and asked me to represent him.

We convinced Judge Marvin Kaminetz of the Circuit Court for St. Mary's County, that the helmet law as written and implemented by relying on FMVSS 218, instead of publishing a list, made it impossible for the state to prove their case. He granted my motion to dismiss.

"Helmet" Mike Lewis was a great client. He devoted hours to research and was always calling with new ideas. He funded the cost of litigation out of his pocket. To cover all our bases, he earned tickets for wearing: a baseball cap, welder's hat, protective headgear he made himself with a retaining strap and a DOT sticker, and nothing at all.

In 1995, I filed a civil Declaratory Judgment action naming the Maryland Motor Vehicle Administration, the Maryland State Police, and the local law enforcement agency, seeking to have


Terry Nolan

the helmet law declared unconstitutional, and asking for an injunction prohibiting enforcement by defendants. I was encouraged and aided from the beginning by Patti Sue, my paralegal trial assistant, best friend, and Wife, whose wisdom and insight enabled us to prevail. The trial was held on June 16, 1996, and the court issued its opinion on Feb. 28, 1997. We won!!

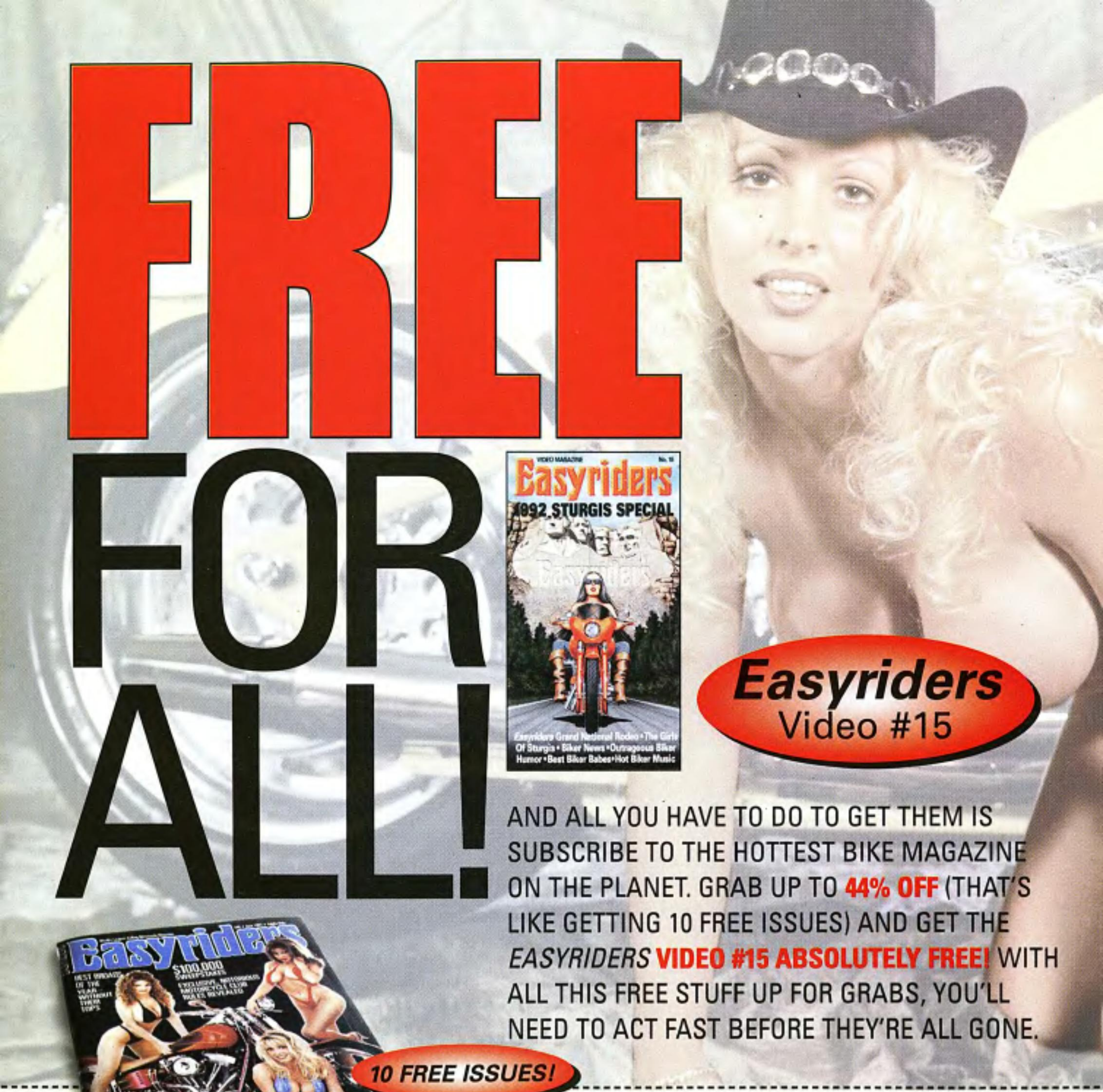
Judge C. Clarke Raley's opinion: "The court declares that the Administrator must publish lists of all protective headgear that he approves, by name and type. If the Administrator fails to so publish, the statue shall remain unenforceable. The Court should stay, pending review by the Court of Special Appeals, issuance of any injunction prohibiting defendants, their agents, employers, and representatives from enforcing TR Sec.21-1306."

The Maryland Attorney General has appealed to the Court of Special Appeals, and the injunction has been stayed, pending the appeal. All of Mike's tickets were postponed, pending a decision on the Declaratory Judgment lawsuit. On April 15 and 25, 1997, Judge Raley dismissed all of Mike's tickets, citing his ruling in case no.: CA-95-1165.

June 24, 1997 will be Judge Raley's first helmet trial not involving Helmet Mike as defendant. The actions of the judge will be quite influential on other Maryland judges, pending the decision of the Court of Appeals.

I believe we'll win on appeal, and that this approach can work wherever the state law is similar.

—Terry and Patti Sue Nolan



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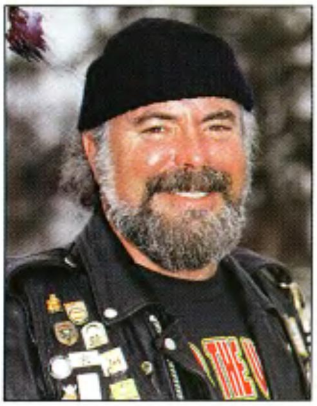
RUN FOR THE WALL

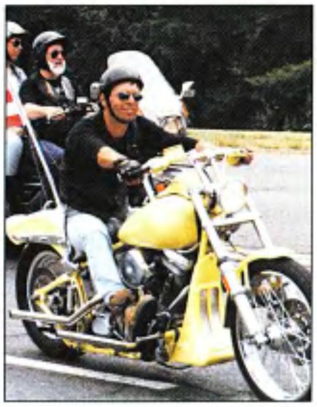
Sunday morning, May 25, 1997, saw gray skies (again) with the threat of rain in the air and a promise of rain on the radio. This is how the day began for about 80,000 to 100,000 motorcycles and their riders in Washington, D.C. It was Rolling Thunder X and The Run For The Wall IX.

During what is now an annual event, bikers and their supporters come from all across the nation and from as far away as Australia, with a good contingent from Canada, to honor the men and women whose names are etched into The Wall ... The Vietnam Memorial. The ride also serves to keep in the public's mind the plight of POW/MIAs and their families from the war in Vietnam along with the memory of *all* POW/MIAs from *all* the wars this country has been a part of.

Emotions run high and low during every moment of this weekend. All the names on The Wall represent people who had families and friends. Each name symbolizes a would-of/should-of/could-of been ... but never was. Some people leave thoughtful mementos at The Wall for all to enjoy. Other items are known only to a particular fallen soldier whose name is etched in the ebony marble. In 15 years, over 54,000 personal items have been left. The National Parks Service collects these items and stores them in a climate-controlled warehouse. A few are exhibited at the Smithsonian. One item left was a picture of a young North Vietnamese soldier and a girl of about six or seven. There is a note attached to it which, in part, reads: "You stared at me for so long with your AK-47, and you did not fire. Forgive me for taking your life. I was reacting just the way I was trained ... to kill V.C. I have stared at your picture ever since. Each time my heart and guts burn with the pain of guilt."

On Saturday morning a group of bikers known as the Run For The Wall/ Rolling Thunder Club, which started its run from Southern California, gathered at Arlington National Cemetery to lay a wreath at the Tomb of the Unknowns.





HONORING THOSE NEVER FORGOTTEN

Among the 150 strong was Barbara Hill, who rode her Harley all the way from the left coast, and Garb Swartz, who joined in at Troy, Missouri.

The mood on this 10th anniversary of Rolling Thunder and the 9th of The Wall was slightly more somber than in past years.

Oh, there was partying—like the barbecue put on by H-D of Ft. Washington, Md., or any of the number of picnics run by the many clubs that gathered Friday and Saturday. But there was also retrospection ... that Vietnam was real and many of your buddies and loved ones are gone. They will not come walking in the front door one day; they will not forget to get the butter; they will not be there to mow the lawn, fix a leaky pipe, to drop that crystal glass, to wipe a runny nose or hold hands with ... they will not.

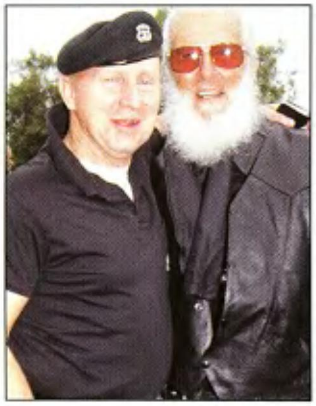
Bikers started arriving at the Pentagon lot a little after 9 a.m. on Sunday. The skies were gray, but no rain yet. This was the time for checking out bikes and babes. Senator Ben Nighthorse Campbell arrived early but had to leave because he was not feeling well.

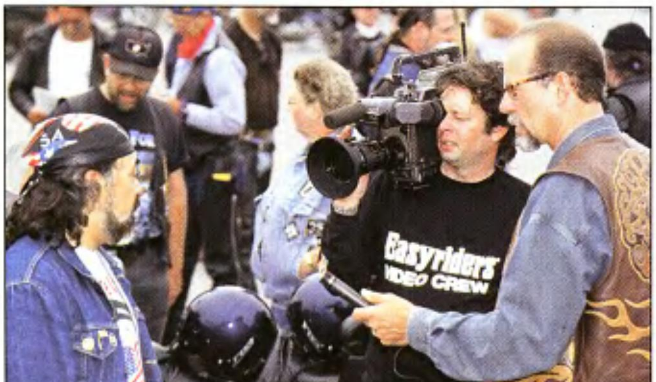
The usual escort of D.C., Maryland, and Virginia motorcycle police led us on the way as noontime approached and engines started to roar. A little before noon, a light, misty rain began to fall. Or as one biker said, "That's not rain, but the angels crying for the 58,000-plus names on The Wall to remind us what this day is all about."

As the motorcyclists came off the Memorial Bridge the mist turned and the rain fell in sheets. But that did not dampen the spirit of the tens of thousands who lined the bridge or all the other people along the Harleycade route. As the rain came, so did the thunder—of almost 100,000 bikes to press for answers about those still missing.

As the bikers neared their destination, they parked their machines and quietly walked to The Wall, the statue of the Three Soldiers, and the Nurse's statue honoring all women who volunteered to serve in Vietnam.

At the Reflecting Pool in front of the Lincoln Memorial, there were speeches, not by politicians, but by Vietnam →





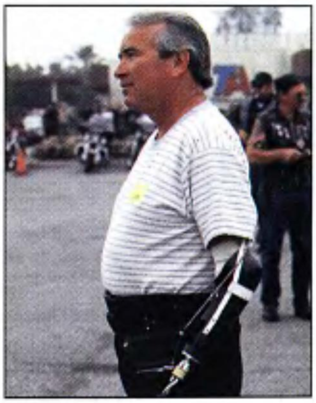
vets, like Artie Muller, one of the organizers of Rolling Thunder, and Congressional Medal of Honor recipients Sammy Davis, David Dolby, and Gary Wetzel. Gary was also bike Number One in Rolling Thunder. David Dolby served five tours in Vietnam, receiving his Medal of Honor on his first tour. "After four hours of vicious fighting with fixed bayonets Sp/4 (then) David "Mad Dog" Dolby was ordered to leave the dead and carry the wounded out to safety and leave the MIA—Angel Rodriguez, his best friend." To this day, it has haunted David that he had to leave Angel. That is why he went back on four more tours.

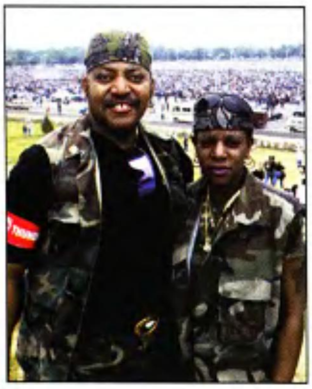
Rolling Thunder is also dedicated to the homeless vets. As David Dolby said, "Only in America, where we have freedom of speech and a truly free country, can a war protester and a draft dodger sleep in the White House while a homeless veteran sleeps in a card-board box." David also had a few words for Robert McNamara, who helped send 550,000 troops to Vietnam. Mr. McNamara was Secretary of Defense who, in his book, 30 years later, said the war was a mistake. Well, Bob, when the day comes when you expect to enter that Pentagon in the sky, there will be 58,000 faces and their Gold Star mothers blocking your way. (A mother whose son or daughter was killed in war received a Gold Star.)

You want to cleanse your soul Bob, give your book/blood money to the homeless and hospitalized veterans. If you hadn't been engulfed in this political turmoil, which took so many lives, there would be no book. So, Bob, be something you never have been—a man—and give the money to the people who deserve it the most—veterans.

Also at the Reflecting Pool that day was Robert Garwood, a Marine who spent 14 years as a POW after the U.S. left Vietnam. He is proof that there are still living POWs in Southeast Asia. Some people in our government would have you believe that Robert Garwood was less than a true Marine. How did he survive for 14 years? The only crime Robert Garwood committed was surviving. He is the conscience of the 2,100 POW/MIAs of Vietnam.

Walking back to The Wall, there was a vet talking to a buddy he sees everyday but





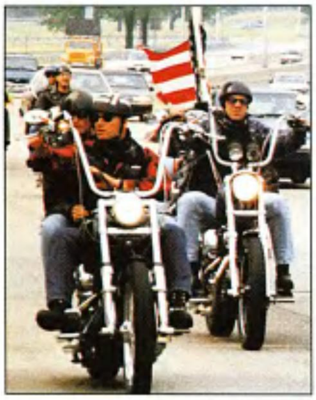
has not spoken to in 29 years. He was one among the tens of thousands who came to pay their respects to their brothers on The Wall. For no other reason, except that we are both vets, I put my hand on his shoulder. He began to cry a little, and then he stopped, as if there were no more tears. He then said, "You know what a buddy is? A real buddy, like in 'Nam? Not a buddy you have a beer with or play pool with. But in 'Nam—that kind of buddy. Your buddy was your mother-father-wife-sweetheart-minister-priest-rabbi. He was the someone you told things you would →

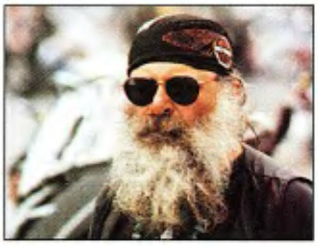
A JOURNEY FOR CLOSURE

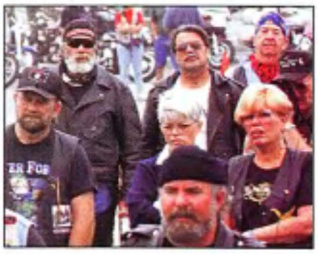
During the Vietnam conflict, a much-used term for a new guy (or, "Cherry") was "FNG," Fucking New Guy. As this year's 9th annual "Run For The Wall" began in Ontario, California, all first-time participants were given a neon green sticker with the letters FNG. It was given so that other veteran riders could identify who the first-timers were so they would be welcomed into the family of those individuals who ride all the way from L.A. to D.C.

As the son of a Missing-In-Action (MIA) service member, this was my first experience on the Run For The Wall, and what an experience it was. The purpose for the run is to give those people who served—plus friends, family and supporters of those who served—a chance to achieve closure, to give vets a chance to meet others to develop a support network, to raise the awareness of others about the sore spot of the Vietnam conflict—those who were left behind by our government—as well as to join up to ride in the Number Two position during Rolling Thunder.

The run began in Ontario, California, on the morning of May 14, and it followed an east-by-northeast path along a line through California, Arizona, New Mexico, Colorado, Kansas, Missouri, Illinois, Indiana, Kentucky, West Virginia, Virginia, and finally to Washington, D.C., on the afternoon of May 24. All throughout the course of the run, the weather was sunny and hot, with the exception of mysterious thunder storms that cropped up every time the run paid homage to Vietnam memorials in Angel Fire, New Mexico, →







WALL

never tell anyone else ... ever. Your buddy shared with you part of the pepperoni he got from home. You did the same with him. Man, how good a piece of pepperoni with some warm beer tasted then. Your buddy gave you half his pound cake from his Cs and you gave him half your fruit cocktail. He always had the P-38 when you needed it. You got high together, shared everything, covered each other's ass, and you would die for him ... and he would give his life for you. That's a fuckin' buddy."

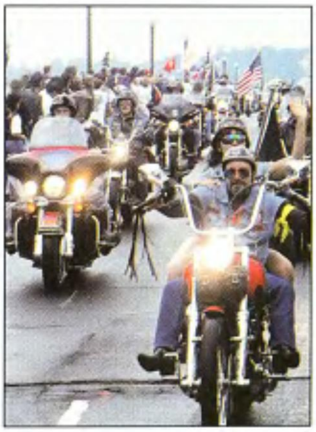
—Jay Hirsch
'Nam '68/'69

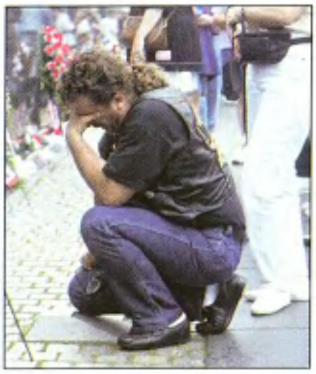
Salina, Kansas, and as an eerie tradition, during the Rolling Thunder parade in D.C. on May 25.

The run began with about 50 bikes and grew in numbers of riders and support vehicles to total some 400 bikes when we arrived. We were warmly greeted in every town and city we visited and what amazed me the most was the efficient organization by Dan "Deekin" Coyne, this year's national coordinator. There was endless provisions of food and gas provided by the local chapters of the Vietnam Veterans of America, the Veterans of Foreign Wars, American legions, state chapters of ABATE, some Chambers of Commerce, as well as supportive individuals and organizations, which are just too numerous to mention.

The scenery all along the route was awesome. The food was great, the people we met were warm and welcoming, the police were cooperative, the weather was beautiful, the memorials we visited were helpful for closure, and the Rolling Thunder parade was spectacular (it's hard to explain the sight of over 150,000 bikes in one place at one time). I plan to ride in the 10th annual Run For The Wall, and I hope that any biker who empathizes with the MIA/POW issue will contact either their local ABATE chapter, next year's coordinator, Terry "Skipper" Porter at (310) 495-3653, or visit the Run For The Wall Web page at www.rftw@aol.com. The whole event is based on "No Attitudes," and we ride for those who can't.

—Michael A. Bouchard, son of Navy Lt. Commander Michael L. Bouchard, MIA-Laos





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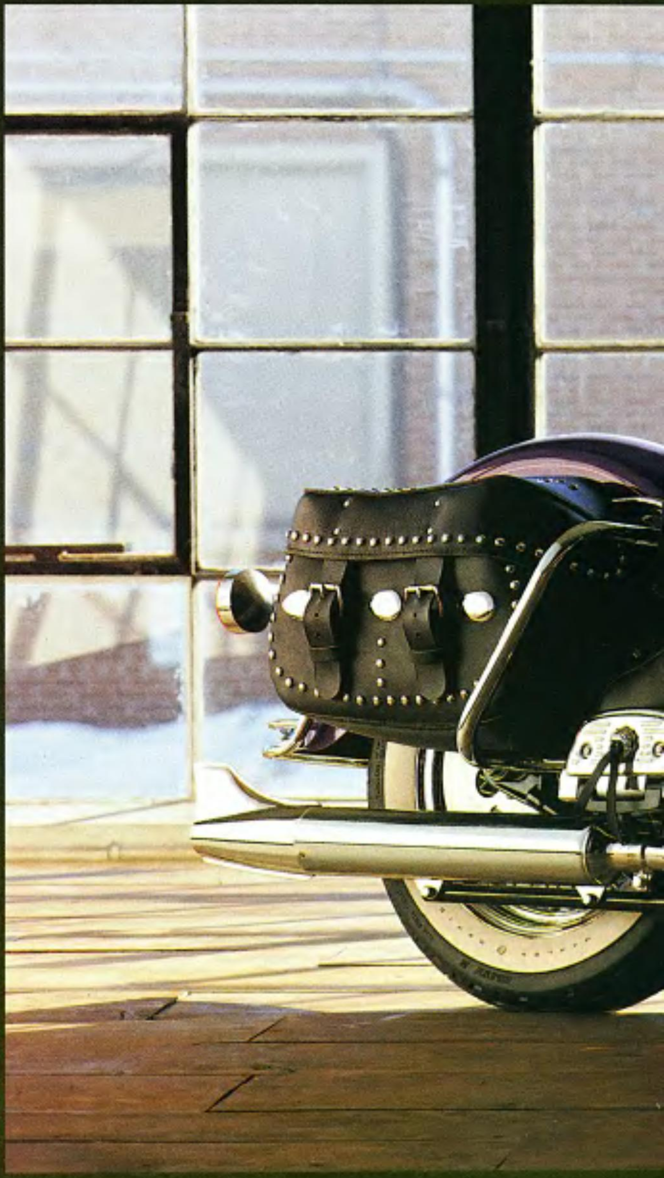

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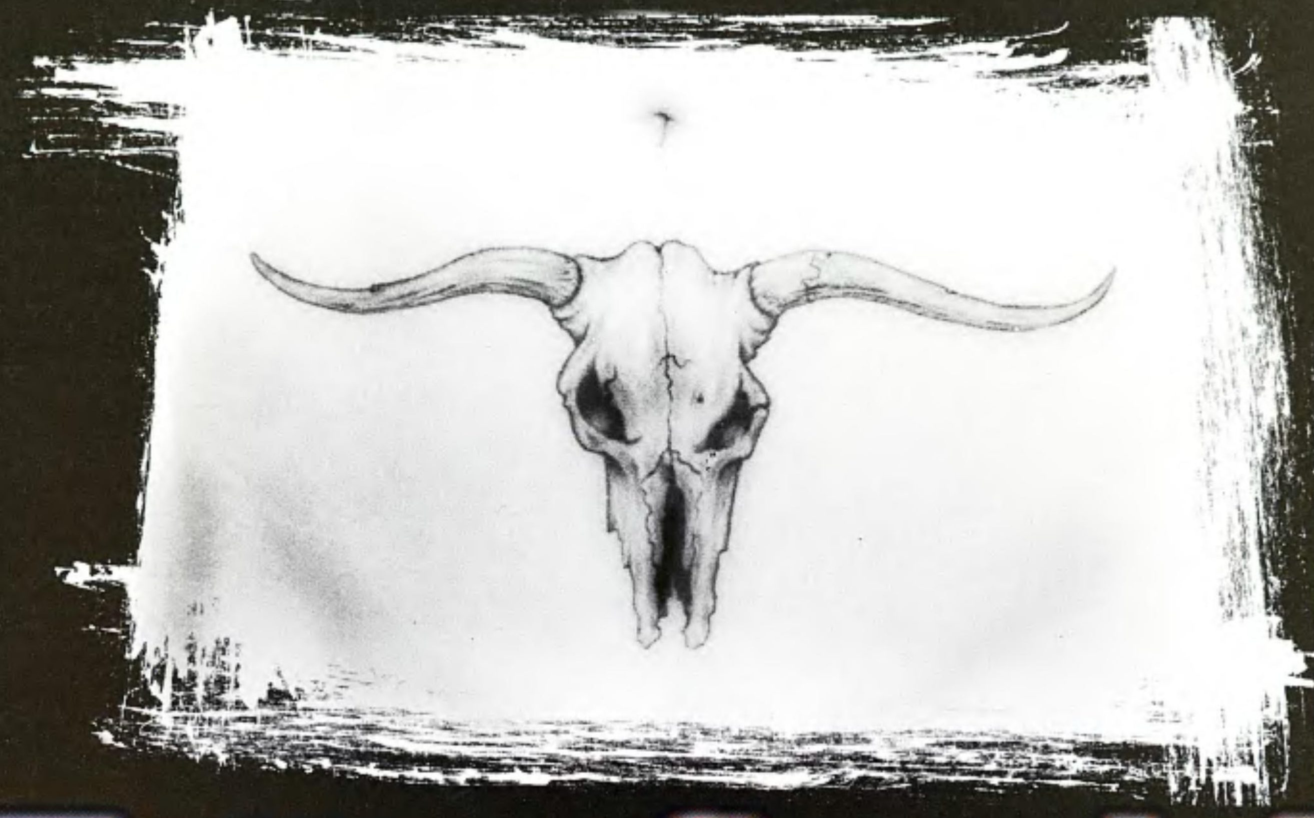
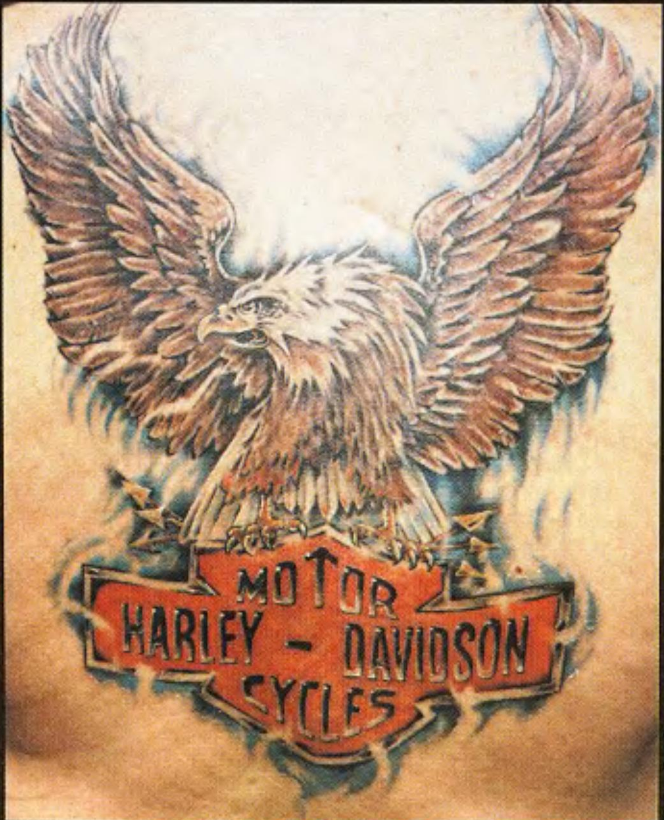


Model: Kasha; Artist: Randy Adams; Photo: Marty MacDougall

Tattoo Special



Model: unknown; Artist: Cat Spencer

Photo: Cat Spencer

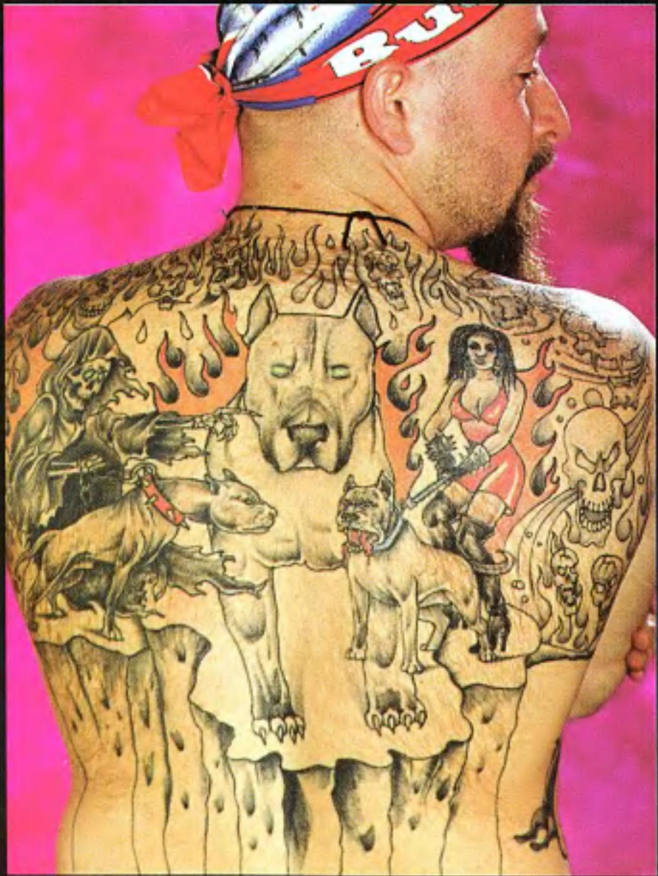
You either have one or you don't. There's no in between, and that notion goes a helluva lot further than just skin deep. A builder in Virginia once told me, "You alter the frame, you change it forever." Now granted, the literal leap of faith isn't as permanent as it used to be. There are new techniques for taking off tats, and, yeah, you can always put a frame's rake back to what it was ... but the decision to turn your body into a living canvas ... that's where you're truly living in the realm of the "no in between."

Whether it's customizing your body or customizing your bike, this act makes something you own even more of your own. Any way you look at, it's a statement of individuality—a word well-overused and not demonstrated nearly enough these days. But as one look at any of the following epidermal works of art will show ya, the spirit of ink individuality is alive and kickin'.

Tattoos have long been a part of the biker lifestyle—a rite of passage almost. The H-D logo is hands down →

Model: Dan Murphy; Artist: Donovan

Model: Dave Bahre; Artist: Mike's Tattoos



Model: Ricky Fischel; Artist: Coney Island Vinnie

Model: unknown; Artist: Mike Godfrey

Model: Stuart Lee; Artist: Leonardo

Model: Kasha; Artists: Crazy Ace and Steve

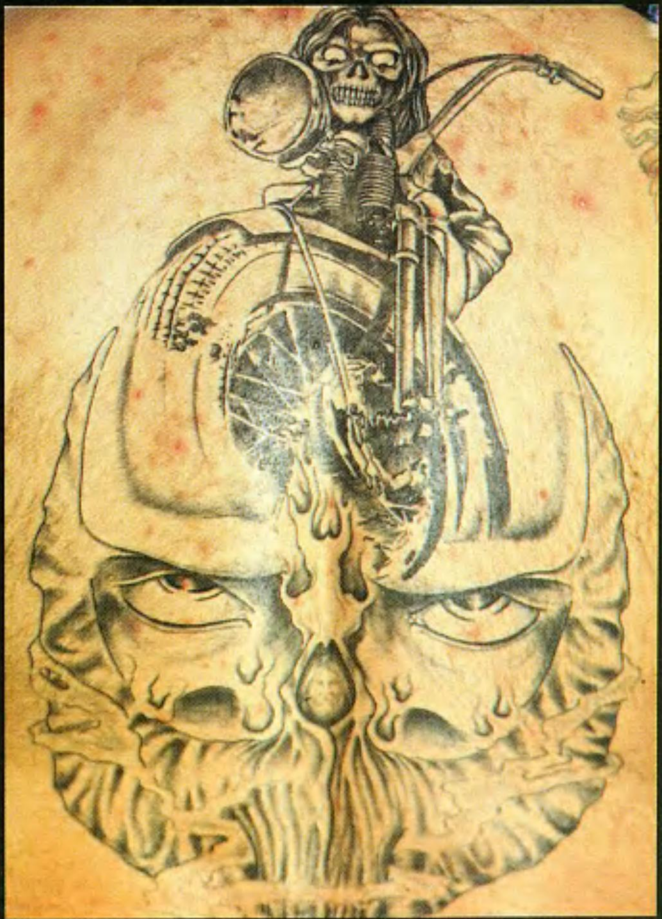
Photo: Marty MacDougall

Model: unknown; Artist: Skott Greene

Photo: Skott Greene

Model: unknown; Artist: Dot Brunson

Photo: Dot Brunson



Model: Reuben Sanchez; Artist: Tiny Tim's Tattoos

the ink you'll see on most guys who read this rag. There are as many ways to display your sense of two-wheeled pride as there are to build a dream bike. Guys who are in it for the long haul even get matching bike/body artwork—now that's dedication. It might be cool to see some of that work in this rag sometime. And with the new generation of ink colors and quality available, the only limitations to personal expression are cash and available skin.

Speaking of which: A picture may tell a thousand words, but it can't tell ya how ink gets under the skin and stays there. You might wanna know that before you have a seat, because it's the heart of the art. That machine humming over your shoulder delivers a tiny needle about 2-3 millimeters deep (and no farther) which plants the ink, and then the body sends some chemicals to wrap around it and hold it in place. It's like having a built-in clearcoat shooter →

Model: Richard "Red Ryder" Carter; Artists: Speedy and Trash

Model: Dave Bahre; Artist: Mike's Tattoos

Model: unknown; Artist: Dave Bobrick

Photo: Markus Cuff

Model: Dan Murphy; Artist: Denise

Model and artist unknown.

Model and artist unknown.

to protect the final product.

The tech end of art never does justice to the skill of the artist. There's nowhere for them to hide, either. The act is intense, and you both take a leap of sorts—together. There's something about that notion that doesn't even need words, so we'll let you get to it and check out some samples of inkslinging at its finest.

Whether you get your work done at Sturgis, Daytona, Laconia, the far reaches of Singapore, or an *Easyriders* store (with tat shops on the premises), remember: It still takes balls to make living art a way of life. And like most things with real meaning, there is no in between.

—*Captain Trash*

Model: Gilbey Clarke; Artist: unknown

Photo: Markus Cuff

Model and artist unknown.

Photos: Billy Tinney

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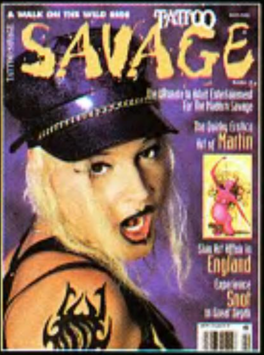

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BEACH BEAST

AND A PLACE IN THE SUN

Around Miami, it's called Florida House Arrest, and it's a familiar story. A guy travels to the Sunshine State on vacation from some part of the country with cold, gloomy, weather and fewer foxy females per square foot than almost anywhere in the United States, except for the annual National Trekkie Convention in Mucous Bubble, Delaware. Now, this guy has only two fleeting weeks to enjoy being far away from the arctic atmosphere and wintry wastes of his native state. So, when he suddenly finds himself in the Land of Tan-Lined Titties and Sun-Baked Snatch, can you blame him if he just ... well, just never returns home? →

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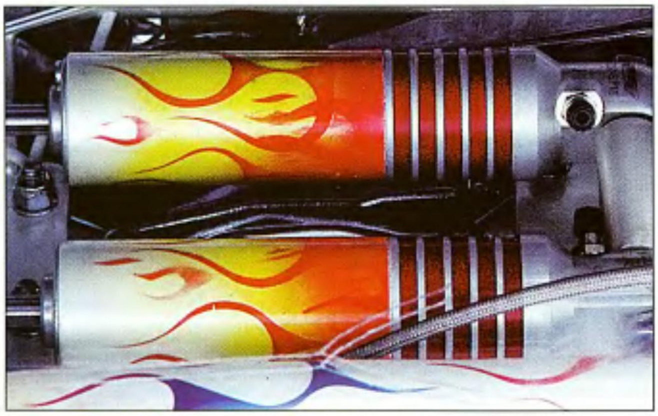
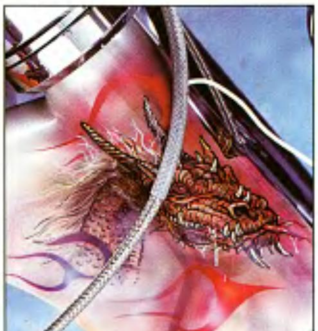


That's pretty much how Eddie Trotta, builder of the ornate asphalt assassin you're lookin' at, came to abandon the cold confines of Connecticut for the sunshine-saturated pussy pastures of Ft. Lauderdale, Florida. About five years ago, he founded Thunder Cycle Designs, and he hasn't looked back since.

Yeah, it's hard not to succumb to the lure of the Florida Dream, with its manifold mysteries and tantalizing treasures. There's the legendary Seven Cities of Gold, the vast, unknown expanses of the Everglades, the Spanish galleons that sank at sea while loaded to the poop deck with gold doubloons and pieces of eight, and, of course, Gloria Estefan—maybe she ain't a piece of eight, but she's a piece, that's for damned sure.

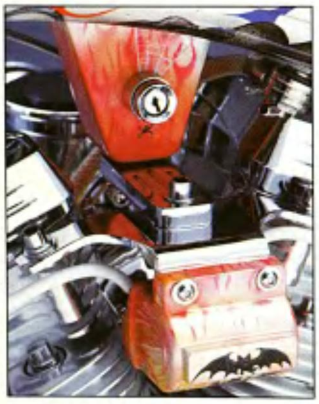
Uh ... where was I? Oh, yeah, Florida.

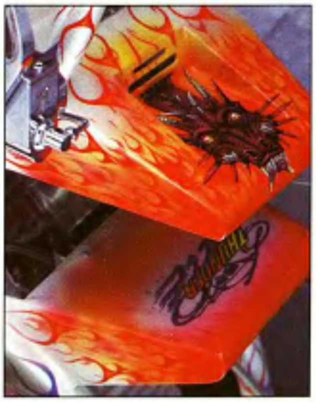
So anyhow, one day this Heritage-ridin', Miami Beach



Construction Czar by the name of Javier Bravo happened to see a bike Eddie was building, and decided he needed a Trotta treasure of his own. The result is the big-bore street shredder shown here, whose 98 cubes deliver some damned serious, gator-gobblin' power to a 6-inch-wide, pavement-pulverizing Avon at the rear.

The finished package took top honors in the *Easyriders* Division at this →





year's *Easyriders* Invitational Bike Show in Columbus, Ohio—no small accomplishment. "We entered only Javier's bike in the competition," Eddie says. "But we took along four more to exhibit. The show really paid off for us. I'm building five custom motorcycles right now, all of 'em for people from the Columbus area."

Obviously, business is booming. Today, Thunder Cycle Designs boasts a 6,000-foot showroom, and

a dedicated staff that includes engine builder, Wayne Paul, mechanic, Brian Gifford, and Eddie's older brother, Artie. But who knows—maybe someday Eddie will grow homesick and turn his back on the temptingly tanned twats and sun-soaked sea breezes of southern Florida, and will return to the icy environs and frigid females of New Haven.

Right. And monkeys might fly outta my ass.

—*Rancid Butterball*

Owner: Javier Bravo
City: Ft. Lauderdale, Florida

General

Fabrication: Thunder Cycle Designs
Year/make: 1997 Harley-Davidson
Value: 70 grand
Assembly: Eddie Trotta
Chroming: A&E Customs

Engine

Year/model: 1997 Evo
Rebuilder: Thunder Cycle Designs
Ignition: Dyna
Displacement: 98 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: EV 59
Carb(s): Typhoon
Pipes: 2.5-inch fat stackers
Modifications: JIMS lifters, S&S balancing

Transmission

Year: 1997
Modifications: chromed, Andrews trans sprocket, Perf. Machine wheel sprocket

Paint

Molding: Dave Yodanis
Painter: Sonny DePalma
Color/type: white/House of Kolor
Special paint: Sonny DePalma

Frame

Year: 1997
Builder: DayTec
Type: Wide Drive
Shocks: Fournales
Modifications: 40-degree rake, 5-inch stretch

Accessories

Bars: Greg Kramer, Thunder Cycle
Handlebar controls: Ness
Fenders: strutless rear fender, Kramer
Headlight: Headwinds
Taillight: Thunder Cycle
Dash: none
Pegs: Ness
Foot controls: Performance Machine
Electrics: Thunder Cycle, 12-volt
Gas tank: D&D/Thunder Cycle
Oil tank: DayTec/Thunder Cycle
Seat: Jeff Phipps
Mirrors: Pro-One
Grips: Ness

Forks

Type: mid glide
Builder: Thunder Cycle designs
Modifications: 4 inches over; chromed

Wheels

Front

Type: Performance Machine Shadow
Size: 21-inch
Tire: Avon
Brake: Ness/Performance Machine

Rear

Type: Performance Machine Shadow
Size: 18 inches
Tire: Avon
Brake: Ness/Performance Machine

Photos: Don Rogers

GOLF CAR
PARKIN

THE DRESSER RIDER

SNAKE'S IN-DEPTH INVESTIGATION INTO THE WORLD OF BIKER TYPES CONTINUES

Of all the dangerous missions *Easyriders* has sent Snake on, the journey into the wild and incredibly unbelievable world of a dresser convention at the Sturgis Rally must be among Snake's top 10 most memorable. It's right up there with the snake handling, foot washing, nympho Baptist women chopper auxiliary in West Virginia. But without further ado, let us continue into the interview that now has Snake wearing only a straw sun hat, bowling shirt, and sandals around the office.

Snake: Excuse me, sir, but could I have a moment of your time?

Dresser Rider: Why, yes, sonny, always glad to help today's youth.

Snake: Yeah ... OK. Do you mind if I ask you why you ride a dresser?

Dresser Rider: As opposed to? Oh, beg my pardon, I noticed you rode in on a chopper. My, I bet your butt hurts.

Snake: Not really ...

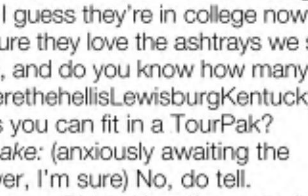
Dresser Rider: Excuse me, son. Have some manners. Don't interrupt. You see, son, I just rode 600 miles this afternoon, and if Velma hadn't had to go to the bathroom in Pocatello, I'd have made it in five hours and 52 minutes. Oh that Velma's quick—boy, oh, boy. Did I mention that we live in The Keys? Actually, we've been on the road for about ... hmm, let's see. Has it been that long? Gee, I guess it has—22 years now. We buy a new bike every three years and keep on rolling. Ain't seen a TV, or read a paper. Tell me, sonny, what ever happened to ol' Tricky Dick? Ahh, never mind, kid. I'm on the road, so I don't have to deal with that stuff. Got everything I need in old hardbags.

Snake: Do you mind if we peek inside for journalistic reasons?

Dresser Rider: You ain't a narc are you? Sheww ... that was a good one, a narc. I'll have to tell Roy that one. Hell, no, I don't mind; suit yourself little fellow. Here, let me guide. That right there in the right bag, that's Velma's party pack. We send souvenirs back home to the grandkids. I guess they're in college now, but I'm sure they love the ashtrays we send them, and do you know how many "WherethehellisLewisburgKentucky?" T-shirts you can fit in a TourPak?

Snake: (anxiously awaiting the answer, I'm sure) No, do tell.

Dresser Rider: Hey, if you don't want to know, son ... I mean, you're the one asking the questions. I could be over there doing the electric slide with the rest of the crew. Why the hell do you think I ride a dresser? Ain't that what you want to know? Huh? Oh, sure, poke fun at my full fairing that you chopper riders make winter sleds out of. But I'm the one turning out Ricky Nelson at 85 miles per hour with nary a care or vibration in my rubbermounted ass ... and don't even start on me about my floating coffee cup holder.



THERE'S NO BETTER WAY TO SEE AMERICA THAN IN THE SADDLE OF A 1,000-POUND CHUNK OF MILWAUKEE IRON

Snake: Er ... sorry, sir. I didn't mean to offend you. Let me ask you this then. Why do you ride a Harley? I mean, certainly a Gold Wing or Voyager would have more comforts.

Dresser Rider: Well, for starters, I don't want to knock the wing-dingers or any other full-dress bikes. I mean, those guys know how to party, not to mention put on some industrial mileage. You should see the spread they put on in Tennessee. But I guess if I had to answer your question ... oh, I don't know. I guess it's like the pioneers heading out with a covered wagon. If I wanted all those bells and whistles—you know, temperature control and ice makers, I'd buy a Winnebago. The Harley's a little rougher, primitive, kinda like the difference between a Chevy station wagon versus a Volvo station wagon.

See, a Harley is a piece of America, and there's no better way to see America than in the saddle of a 1,000-pound chunk of Milwaukee iron. Look at all these stickers on my hardbags. I've got a sticker from every state we've been to. There are 38 stickers there, son. When you're on a Harley, folks treat you differently. It's as if they understand the loyalty to this American motorcycle. It's a lot like the American people. Sure, maybe we're a little rash and rebellious at times, but we're also loyal to the core and stand up for what we believe. I've seen the difference when a Gold Wing rider pulls up for gas next to me in the middle of nowhere. The locals don't trust a bike that sounds like a sewing machine. A lot of folks in the rural →

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areas of this land still remember Pearl Harbor, ya know.

I'll mount up on my big Ultra Classic and hit that starter button and it's as if the gates of heaven have opened up and God is singin' *Yankee Doodle*. The locals have even been known to utter, "Now *that's* a motorcycle," as I drive off. And I'll tell ya somethin' else. After a day of ridin' across this great land with its endless vistas and majestic skies, I'd feel like a traitor to pull into a Motel 6 or HoJo's on anything but a Harley. Do you honestly think anyone would notice you or give a second look if you pulled up on a foreign-made motorcycle? Hell, half the time Velma and I get to talkin' to folks at campgrounds and RV parks, sharin' a beer or some macaroni and cheese, and find out some of them used to ride ... and when they used to ride, they rode Harleys. Hey, if nothin' else, it makes me feel damned manly to pilot this big bike with its throbbin' engine and roarin' pipes. At my age, that's not a bad thing to still be able to feel now and again. Maybe it's a penis thing. Oh-wee, I did it again. I've got to tell Roy that one. Oh, yeah, and there's that fashion thing.

Snake: Fashion thing?

Dresser Rider: Yeah, you know. I mean, I'm just not into black nylon socks and penny loafers. And polyester pants ... Just between you and me, Snail, well, let's just say they're right up there with golfing. Which I guess is all right, if you're into that sort of thing. Oh, I shouldn't be picking on the fellows. I guess they're all right. It's just that I rode Hogs for 20 years. Wouldn't seem right. Know what I mean?

Snake: Snake. The name's Snake. But ain't that a tad contradicting? I mean, golfing, riding a dresser?

Dresser Rider: Where do you live, in a cave? Life just ain't that dogmatic, kid. Marla Garber rode a dresser, God rest her soul. Sonny Barger rides a dresser. Hell, man, the Ripper rides a dresser everywhere. Are you trying to infer that Rip secretly carries woods and irons next to his issue of *Modern Maturity*? I worked in a factory, son—union, I might add—for 25 years, riding my share of bar bikes and around-town bikes, and maybe even a convertible short trip dresser. But now I have the time and money and I want to ride more, not less, and I don't want to suffer to do so, nor have I played golf, nor voted for George McGovern for president. Now if you don't mind, Snail, the little missus is needing me to pay for these "Titties and Beer Sturgis '97" T-shirts for the twins and scoot on back to the campsite to party with Roy and the boys. They hauled in some steak and a hot tub from Seattle. ⊙

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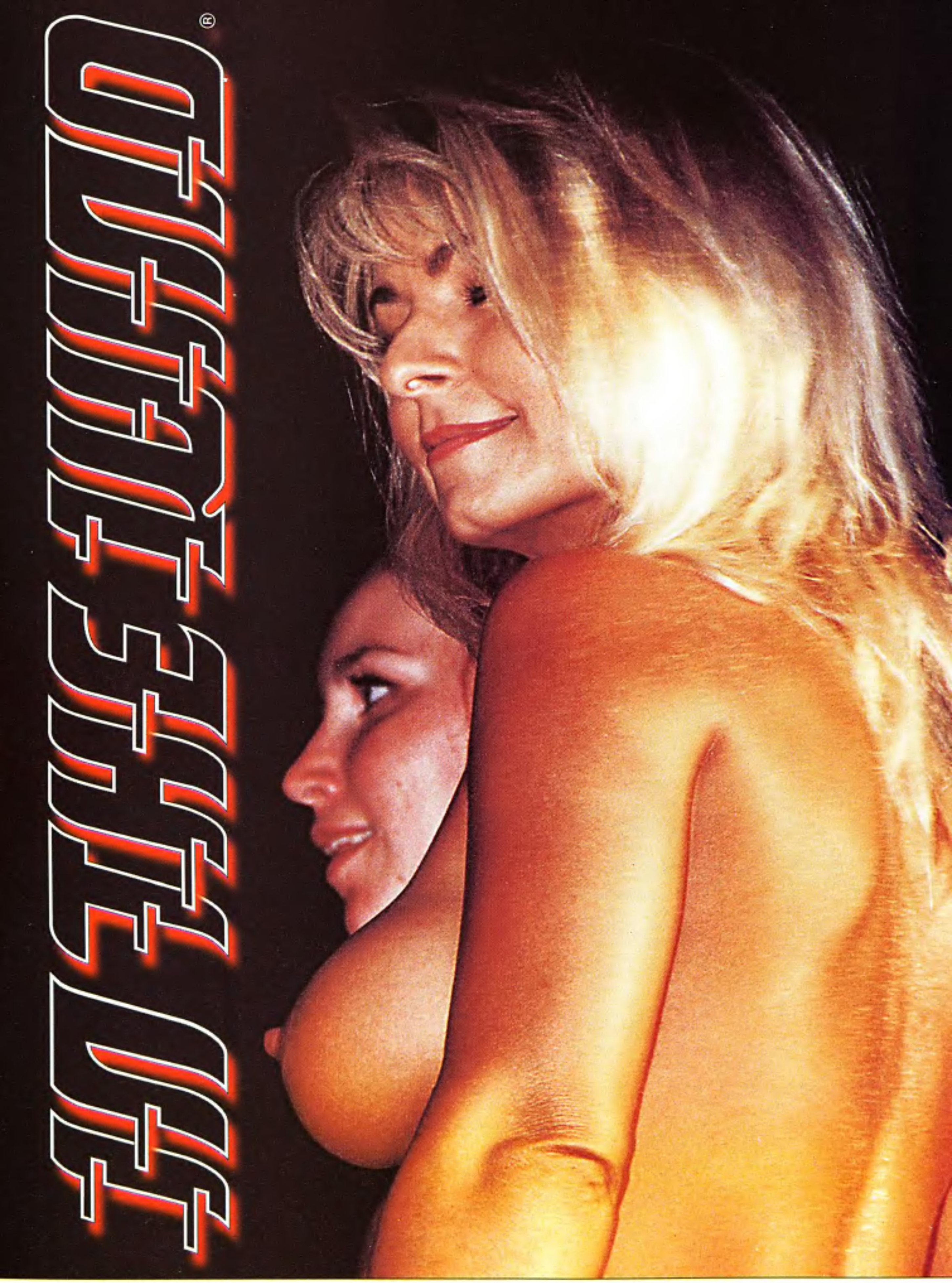
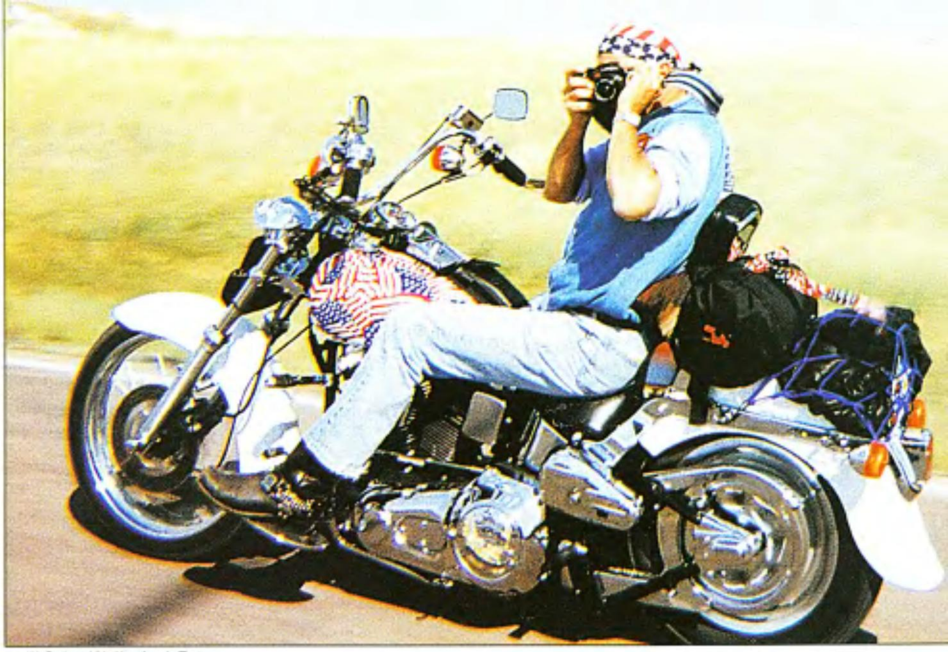


—Big Foot, Gulfport Blowout '96, Miss.

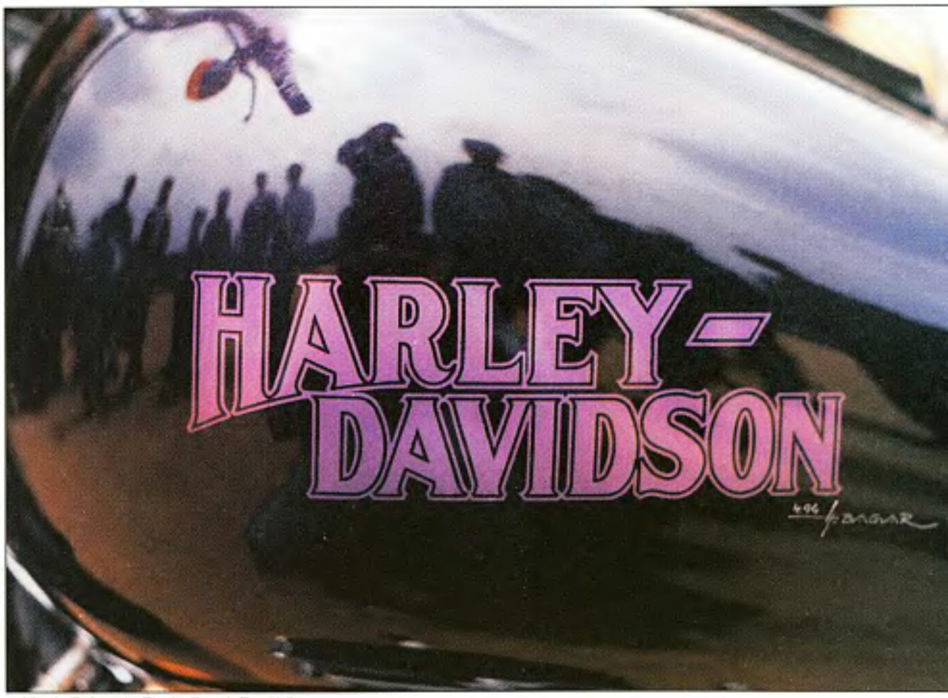
—Steven Willis, Minneapolis, Minn.

—Big City Al, Waupaca, Wis.

—Gary Etchason, Effingham, Ill.



—Jill Cohn, Wallingford, Pa.

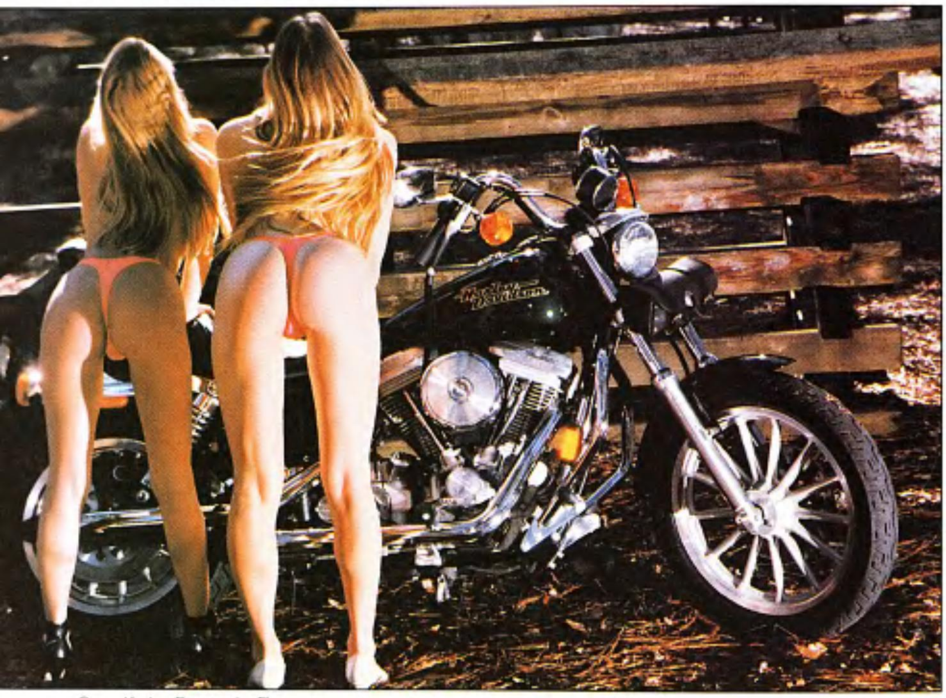


—Martin Safranek, Pisek, Czech Republic

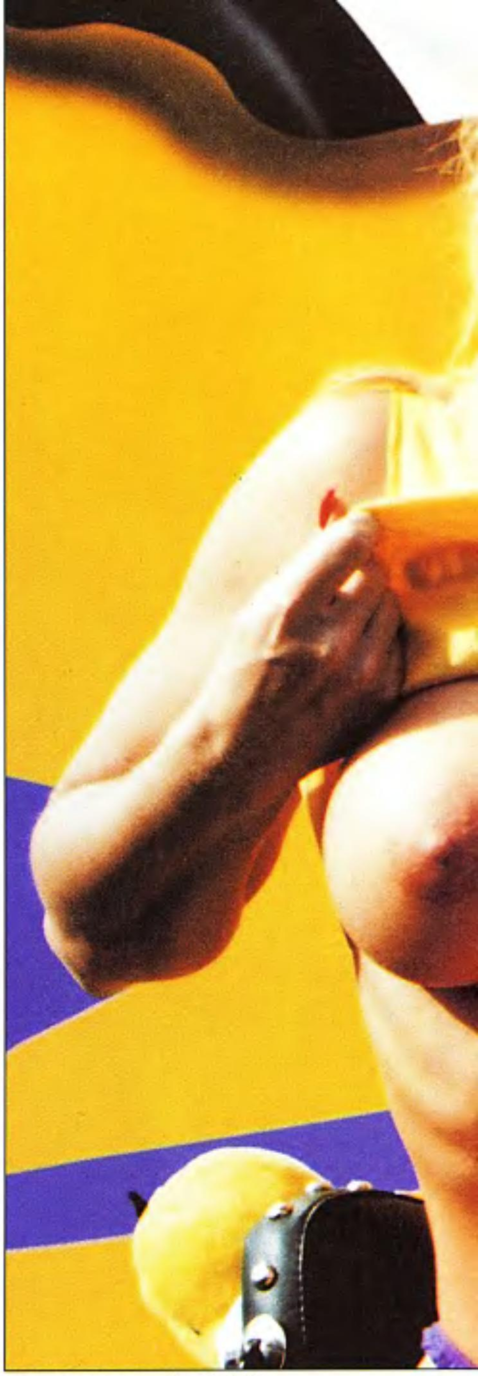
—Mike Toomey, Am-Jam Tattoo Expo

—Brenda Bird, Columbus, Ga.

—Roadkill Ron, Too Much Fun Club Run '96, Kalifornia

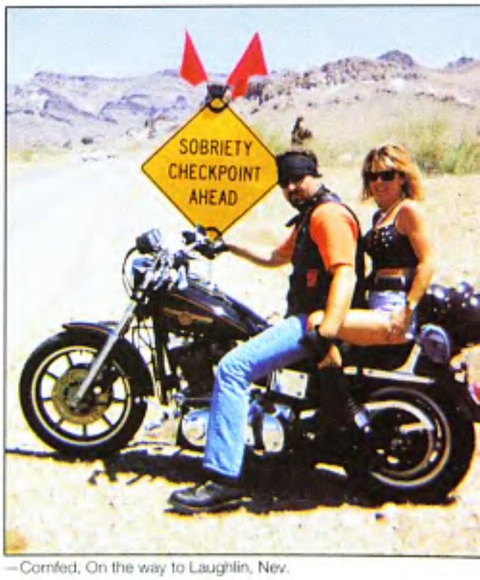


—Owen Kuder, Pensacola, Fla.



—Zane Kuhl, Daytona Bike Week '97

—Gary Etchason, Effingham, Ill.



—Cornfed, On the way to Laughlin, Nev.

—Daniel Baker, Sturgis, S.D.

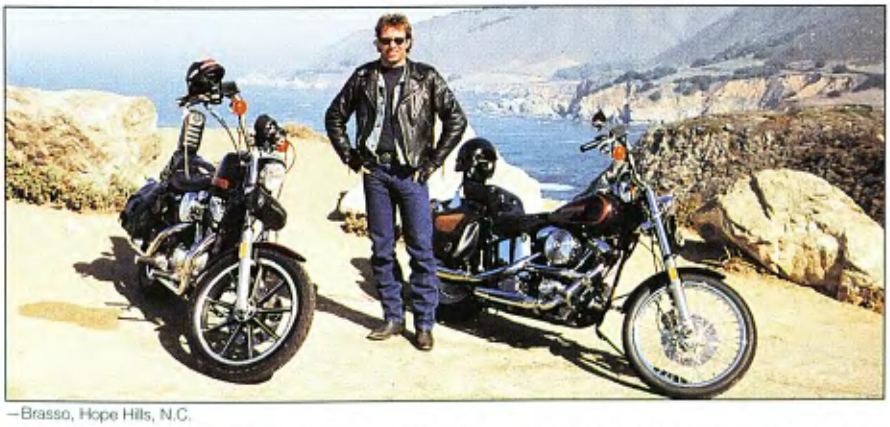
—Ron Crook, Denison, Iowa

—Harvey Danielson, Gem Lake, Minn.

—Nate Ulrich, Clinton, Iowa

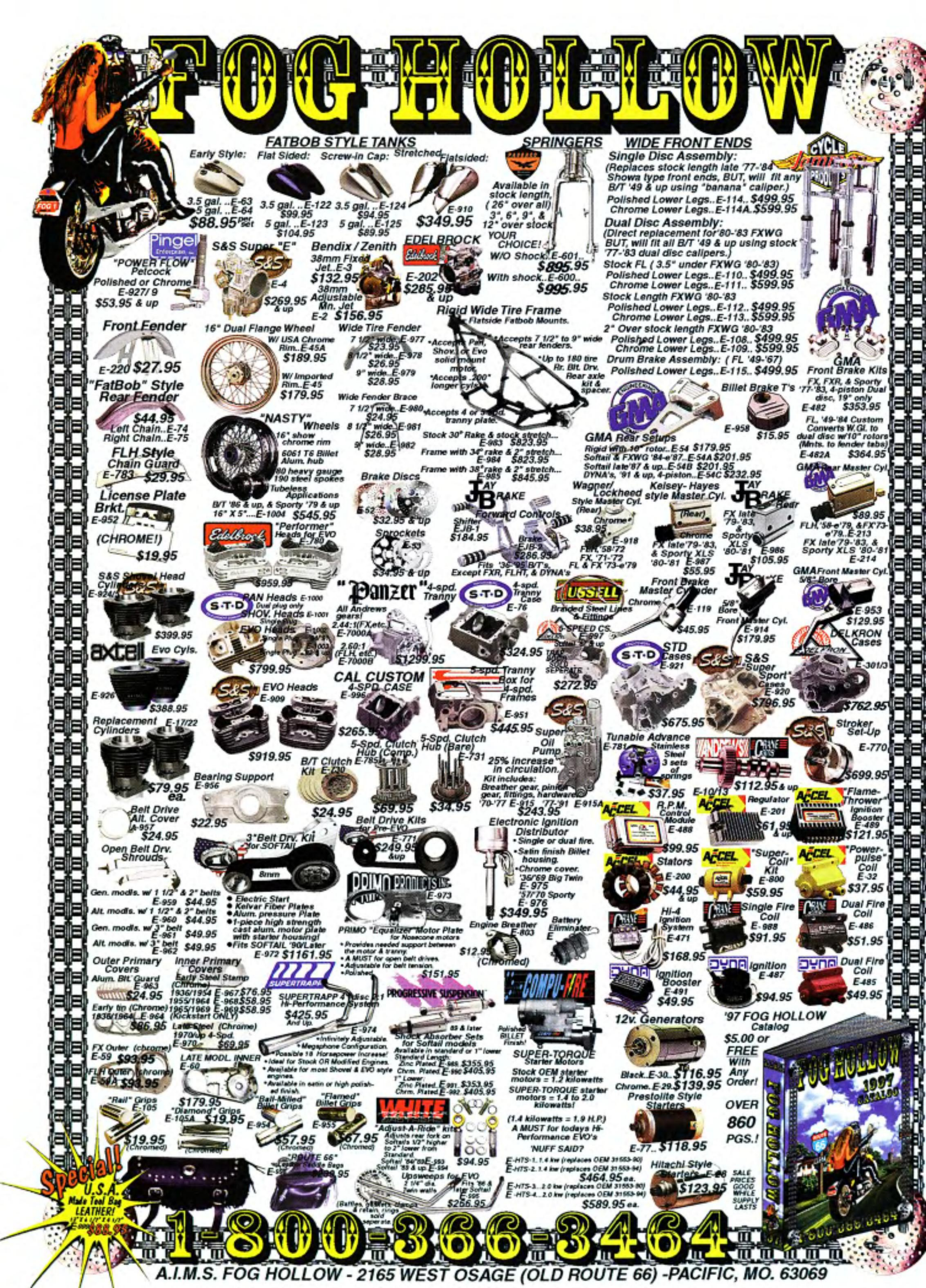
—Leonardo Olmi, Florence, Italy

—Kim Peterson, Camarillo, Calif.



—Brasso, Hope Hills, N.C.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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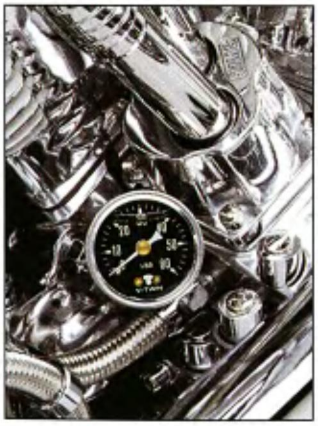
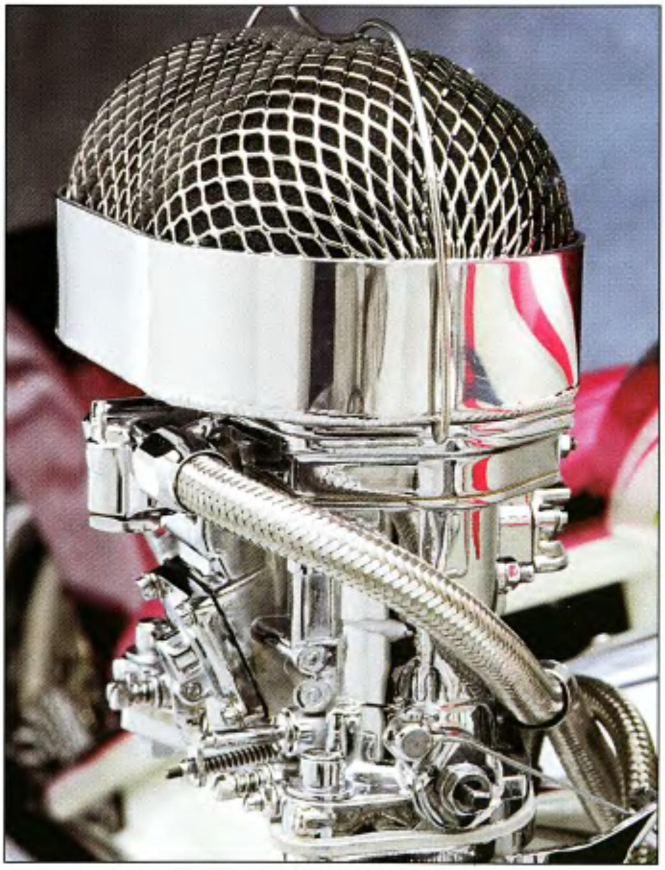
TANK TUFF

A ROUGH 'N' READY RIGID RIDE

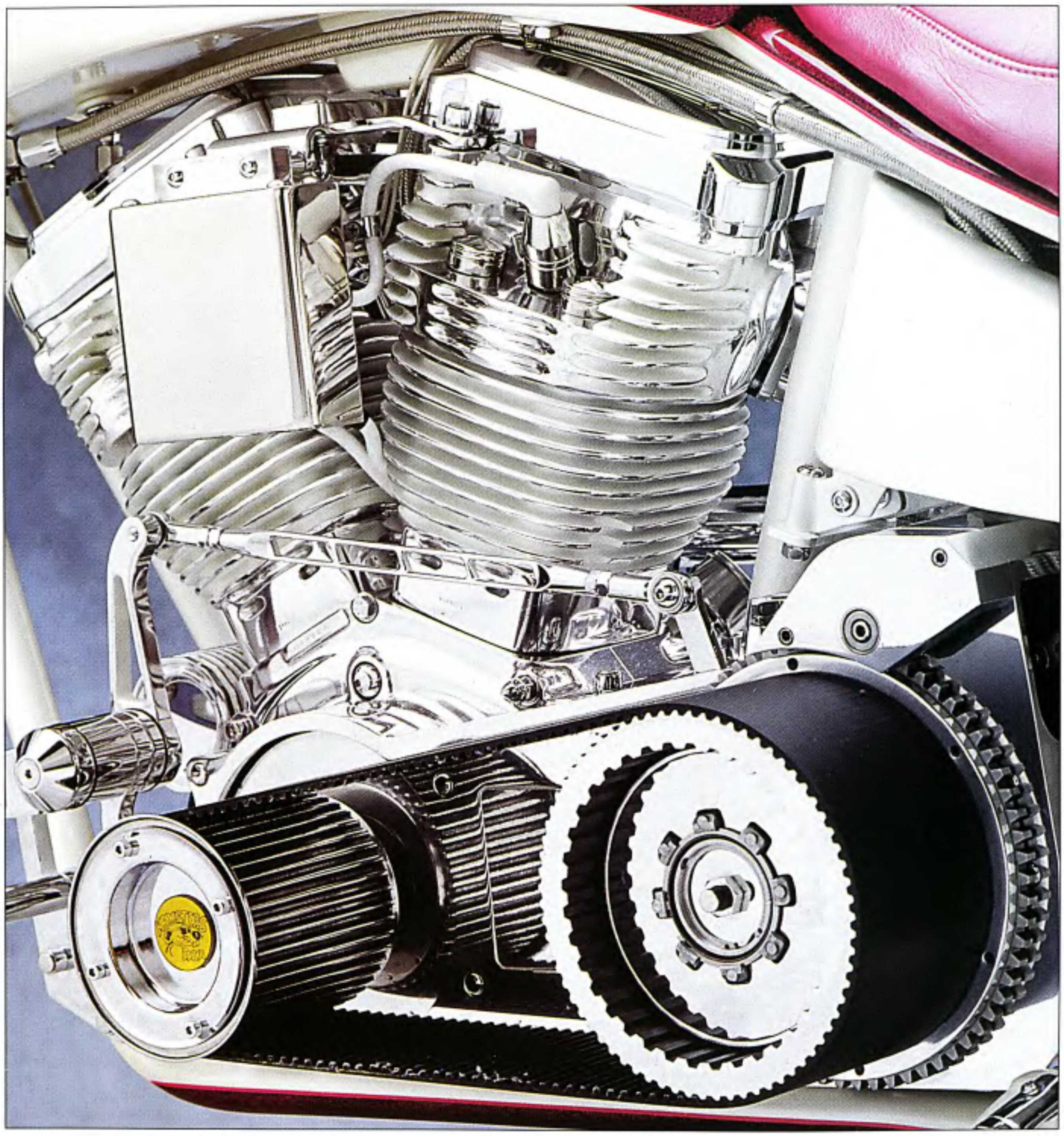




I love a good nickname, especially if it has an interesting story behind it. I mean, it can be simple, like my buddy Grizz; he's an 8-foot-something biker from Holland who rides a 20-over Shovel chopper. I mean, what else would you call him? Or my buddy Pete, whom we call the International Chopper Guru, because he is. Or Gorgeous Glen, because he's not. My buddies O.P., Stony, Manson, and Weed got their nicknames for obvious reasons. The list is mighty long now that I think about it, and I forgot about Mike the Dyke, No Nookie Ken, and Holly Horsehead.

And then there are people with nicknames that you're not quite sure about. You could probably guess, but usually don't. Like "Oz," for instance. Did he once bite the head off a live chicken, or is he a serious Judy Garland and Pink Floyd fan? Or ol' 4 Speed? Why would anyone call another human being 4 Speed? (Was the nickname Throw-out Bearing taken?) Or Captain Kangaroo? And then there was Cave Bitch, who used to be a radio pirate with a bitchin' Saturday evening show where he hacked into a religious channel and played nothing but songs by the Mentors.

But what if your nickname was Tank? Images of →

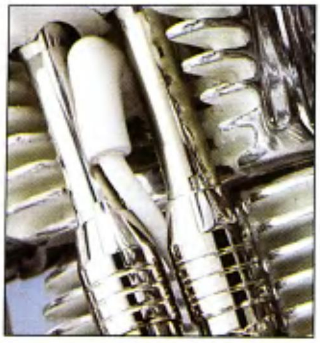


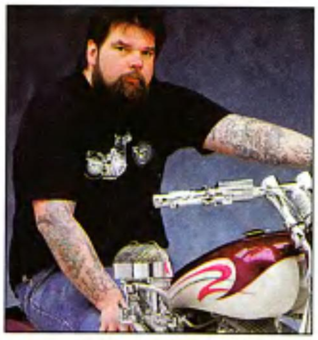
drunken teenage pranks at the local military base come to mind. (OK, so maybe my imagination runs overtime.) Or maybe Ron Ewsichek, owner of Tank's Tuff Cycles shown here with his chopper, is a big army tank fanatic? Actually, Tank told me he weighed 13 pounds when he was born, which would explain his nickname. He said he's been hard on everything ever since. So, needless to say, he's had to build industrial-strength choppers.

At age 33, Tank said that he just barely caught the end of the long springer front end era, and swore that once he was established, he would build one in tribute. So he started collecting parts. Mind you, we're talking Tank-tuff machinery here—shit like that don't just fall out of trees. He started with a set of engine cases, cylinders and flywheels from S&S, topped off with a set of STD heads, a Weber carburetor and polishing by John Matula at PPS.

An Atlas rigid frame with a 38-degree rake and 5-inch stretch was used for that serious chopper reach. A 4-over springer from Sundance and Kennedy wheels steer Tank through any tactical maneuvers. With the help of Tom Perconey he built the fenders and oil tank, in house, and since painting is Tank's specialty, he covered the masterpiece with a Glasurit/ House of Kolor mix of White Diamond and Purpleflake. Seeing as how he was hanging out in the chopper era, he thought, "Why not?" and added a 4-inch open belt from Karata to complement his bell-bottoms.

Damn, I just remembered Blinkin' Bob, Ming the Merciless, Oil Can Scott, Slim, Gramps, and Fuckin' Darrel. I also remembered I have to find nicknames for Nancy and Sandra. (Maybe Bandit could spare one!) —*Flynch*





Owner: ....Tank
City: ....Aurora, Ohio

General
Fabrication:..................Tank's Tuff Cycle
Year/make: '97 custom Harley-Davidson
Model: ....hot rod
Value: ....tall stack
Assembly: ....Tank
Chroming: ..Brown's Plating, John Matula

Engine
Year/model:...............................'97 Evo
Rebuilder: ....Tom Perconey
Ignition: ....Dyna dual-fire
Displacement: 96-inch
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....STD
Cam: ....S&S
Carb(s): ....Weber
Pipes: ....Ness
Modifications: ....balancing by Tom P., Pat Kennedy air cleaner

Transmission
Year: 1997
Shifting: ....Billet Concepts
Modifications: ....polished

Paint
Painter: ....Tank's Tuff Cycle
Color/type: ..White Diamond, Purpleflake Glasurit/House of Kolor
Special paint: ....Tank

Frame
Builder: ....Atlas
Type: ....Hard Ass
Shocks: ....none
Modifications: ....38-degree rake, stretched 5 inches

Accessories
Bars: ....drag
Handelbar controls:..................JayBrake
Fender(s): ....Tank
Headlight:............................Headwinds
Taillight: ....LED
Dash: ....none
Pegs: ....Billet Concepts
Foot controls:.................Billet Concepts
Gas tank: ....D&D
Oil tank:...horseshoe, customized by Tank
Seat: ....Portage Trim (Mark)
Mirrors: ....Ness
Grips: ....Ness

Forks
Type: ....Springer
Builder: ....Sundance
Modifications: ....4 inches over

Wheels

Front
Type:..................................Pat Kennedy
Size: 21-inch
Tire:..Avon
Brake: ....ISR dual disc

Rear
Type:..................................Pat Kennedy
Size: 16-inch
Tire:..Avon
Brake: ....H-D
Photos: ....Mike Lichter

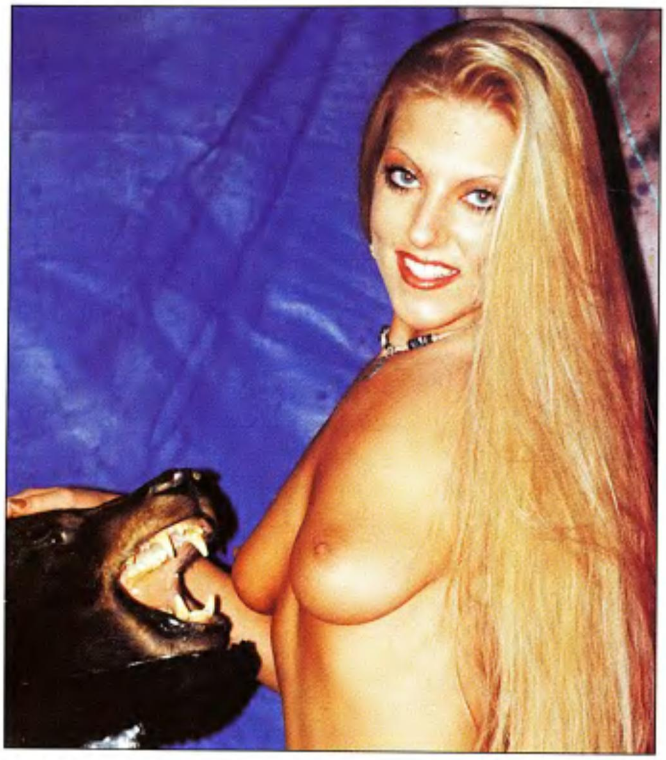
FOX HUNT

MAY WINNER

Great things happen with cameras, especially if there is a gorgeous woman hangin' with a Harley. Your May Fox, Reneé, from Atwater, California, was encouraged by a father figure fella who convinced her that she would be the perfect adornment to his scooter. Damn, I'll bet there are a million guys who've laid that ol' line on a sweetie. When they got the photos back, they looked great and Reneé was every bit the sultry queen. With more encouragement from her friends, particularly Anne, she sent in the flicks and the next thing she knew, Oil Can and I were breathing down her neck wantin' more snaps. Reneé is a hard-working 30-year-old woman who's gone through the pain of divorce yet refused to take charity or be a baby factory for welfare. Instead, she opted to work as an exotic dancer to make ends meet and pay her bills. She has a new man in her life and plans on hitchin' up on Halloween. Our hard-core metal head rocker is headed for accounting school, so you could say the chick with the figure also has the figures. See how Reneé adds up on Mike Dunn's Jesse James-built '95 Softail on page 92. *—Loudmouth*

My first experience on a Harley was when I was about 10 years old, with my dad. It was awesome!
Jodi, Colorado—#1001

On my first ride my date took me for a day trip. The power and freedom was unbelievable. My friend nicknamed me "Sweet Freedom."
Freda, Maryland—#1002



My first ride on a Harley-Davidson was long, hard and wet, and it sure wasn't raining.
Kaycee, Connecticut—#1003

The first ride I took on a Harley was up in the great state of Alaska—what a chill and thrill it was.
Dawn, New Jersey—#1004

That first ride was like having my cherry popped. It made my pulse race and my lips tremble. After the initial takeoff it was pure ecstacy.
Heather, Missouri—#1005

While at my job at a strip bar, this group of C.C. Riders came in. I went for an hour ride. I loved every minute of it.
Starr, Wisconsin—#1006

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #292 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the June 1997 winner in our monthly Fox Hunt, Hania, #603, from Sylvania, Ohio. See more of her next issue.

For this issue, you can begin sending in your votes beginning September 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on September 30, 1997. We will print the winner in the February 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

292

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________

Address ____________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

I am _____ years of age, born ____________________

I will pose Full Nude ____________________

Model's Signature ____________________

Photographer's Name ____________________

Address ____________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

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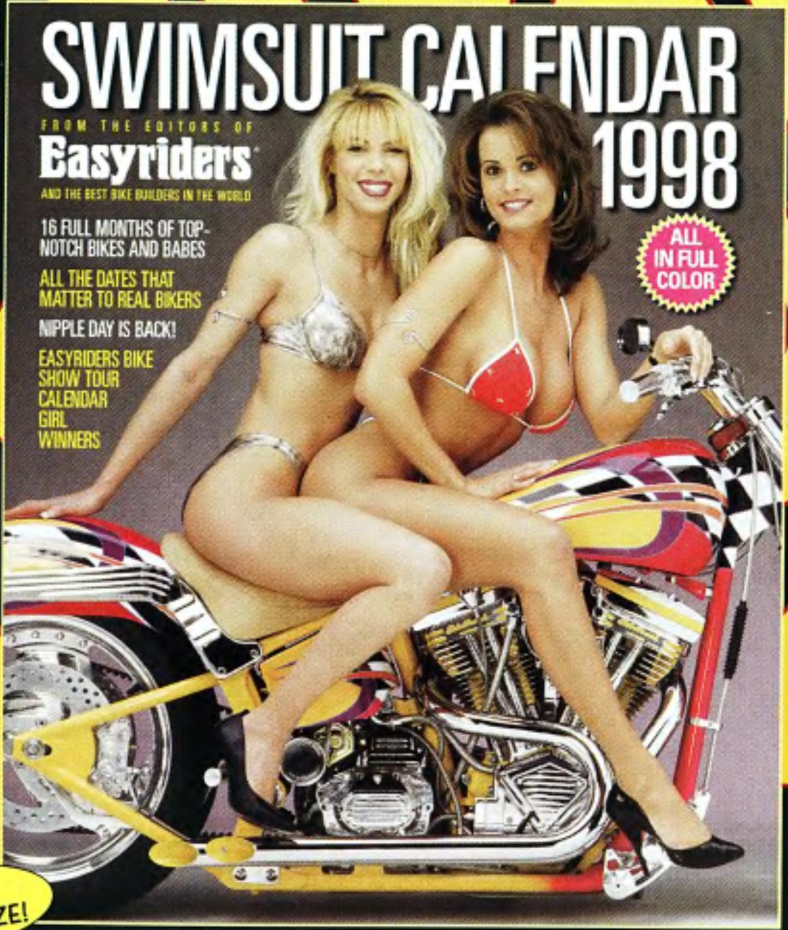

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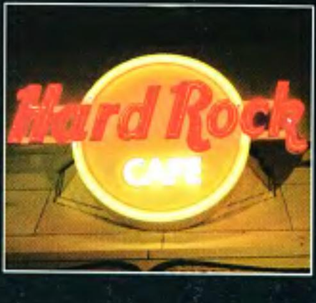
EASYRIDERS STORMS MYRTLE BEACH

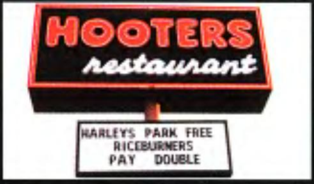
ASK ME ANYTHING YOU WANT TO KNOW

All right, I was leaning up against the billet bar in *Easyriders'* brand-new Broadway by the Beach nightclub, at the corner of the Hard Rock Pyramid Cafe, looking out over a sea of black T-shirts and I began to wonder. What the hell does anyone want to know when they read an article about an event? Do you actually want to know

how many people attended, how many bands played, or how many hotel rooms rocked the night away? I'm curious. No shit. I'd like to know if you sat down after a hard day of turning wrenches and picked up this mag, saying to yourself as you popped a cold one, "I sure hope they covered Myrtle Beach this year, 'cause I really need to know ... "

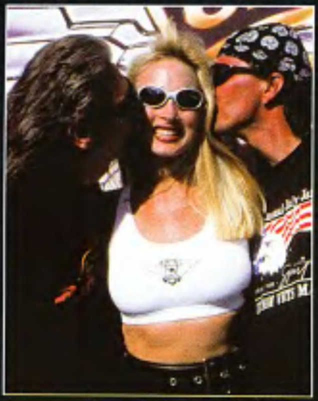


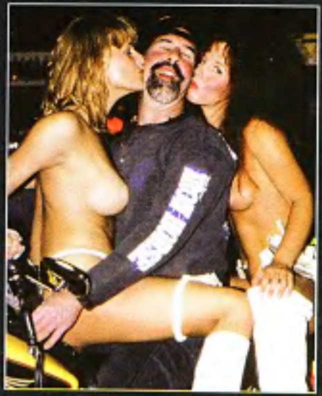
I suppose that if I were hangin' in Myrtle Beach, South Carolina, and sunnin' my ass by the Atlantic, I'd want to see my name in print like, "The most entertaining aspect of the event was Joe Schmo's arrest on the beach after trying to make a beach towel out of a case of beer." Or is it that vicarious thrill you get from finding out that →



every decent-looking girl along the Eastern Seaboard was there, displaying their brighter spots for the entire biker population to admire? A lot of that happened; in fact, in front of The Dog House, in broad daylight, a young nubile jumped up on the wall to shake her thing alongside The Dog House sign while our woman-weakening photog Pat Randle captured her image. Pat, with his full beard, 20-year-old Levi's cutoff adorned with enough patches to hold it together for another couple of decades, and smooth Southern drawl, has the ability to say to girls, "It's OK, baby. My camera has the touch of loving fingertips." They don't hesitate when Pat walks in the room, but I'm getting off the subject. If someone told me that the women at an event were so hot that it would have made all my bros divorce their wives and leave their girlfriends ... shit, I'd be jealous as hell.

Sure, like Sturgis and Daytona and any number of events across the country, Harley-Davidson took over the convention center, put on a couple of rides and a bike show, and sold

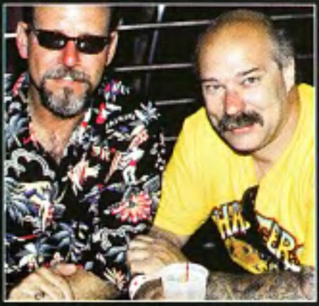


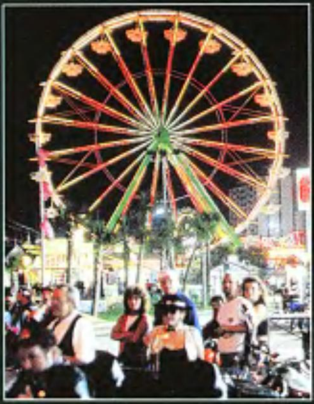


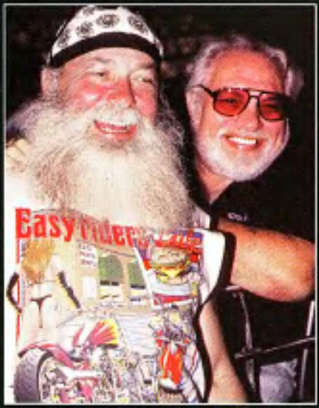
their wares. Old news—although they were having some kind of liquidation sale and people were frantic to scoop up the deals. I bought a pile of soon-to-be Christmas presents. There were some races, some rides, and a whole lotta sun and suds. I'm sure there are a couple of guys out there who will return home and hope that we won't print a damn shot of them in the mag. They'll also pray that we run crumpled shots of ugly wenches.

Their plan is to keep the new, rocking *Easyriders* Cafe, the 67 restaurants in the 111-acre complex (with all the vendors and nightclubs that rock till four in the morning), the 300 titty bars, the miles and miles of undisturbed beaches, the nights of cruising, and the days of brilliant sun all to themselves. And maybe they've got a point.

But the myriad of manufacturers, custom bike builders, artisans, and motorcycle electronic engineers who enjoyed the comfortable surroundings of Broadway by the Beach would surely like me to paint a rosy picture of nonstop action and top-notch entertainment, never-ending nightlife, a profusion of shapely forms from steel and flesh, and a supreme level of eating establishments not usually found at bike events. Sure, they want the entire biker nation to line up for Myrtle Beach '98. Just like Leon Hatcher, our events director, and his partner, Mike Purple, who trimmed and fastened the motorcycle mecca, the *Easyriders* Cafe, in just eight weeks (faster than most →







Photos: Pat Randle, Bill Ellis

of us can build a motorcycle) wish I'd glorify this event to the level of the next Pamela Lee on Spanish fly. They also have a point.

I, on the other hand, was drunk and missed the entire event. All right, I sobered up long enough to take a ride on a Confederate motorcycle, one of 25 made with a completely remanufactured 5-speed transmission and oil in the frame. It rode like a dream, with a 113-inch Confederate motor that had me walking away from 98-inch strokers like they were standing still. We headed south on Highway 17 toward South Coast Harley-Davidson, and I was peeling the paint off passenger cars with a grin so wide I missed the turn-off coming and going. Which brings me to another newsworthy point: The cops treated bikers with respect, and had a good time right alongside us—at least that was the report I got. Plus, I made it to the plane and back to California without being arrested or ticketed—that's something in itself, considering two years ago on the way to Sturgis I was pulled over three times in Wyoming before noon. Maybe I got my own point.

—Bandit

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CHOPPED & DUNN!

WEAPONS AND IRON CROSSES FIND COMMON GROUND

In a small industrial park in Paramount, California, a couple blocks from the Performance Machine wheel and brake manufacturing facility, amid myriad faceless blocks of industrial buildings, stands yet another nondescript iron-barred structure—except for one difference. Outside, the curb is lined with brightly painted choppers, trucks, and lowered cars. Like an artist's habitat on New York City's West Side, with creative junkies hanging around the truly poetic, hoping that some of the talent will rub off, this is a haven for a gifted metal creator and his fans.

Although we don't often think of the chopper builders who worship iron crosses, jagged sissybars, flamed paint jobs, and wheelstands in the night, as artisans, they nonetheless are, and should be respected as such. Inside this shop, West Coast Choppers, Jesse James labors over sandbags, and wields wooden mallets. As a sheet metal prodigy, Jesse learned old-world ways of forming metal into fenders, hoods—you name it—while working for Boyd Coddington on world class hot rods. Today, onlookers stand around his shop, watching the master create the unimaginable for his customers, while, in the back, another crew builds an ever-growing line of fenders for the chopper world at large.

But let's get specific. One typical day, as the bros stood around the shop, played pool at the tattered table in the corner, ate burritos, and threw beer cans at the trash container under the "Rat Fink" neon sign, the front door opened, and in walked a tough-looking industrial plumber with a Daytec frame under his arm. Pat, Jesse's right arm, recognized a man with a violent nature, and quietly backed away. The dude let the frame slam to the deck and left, only to return minutes later with a box-stock Evo motor under one arm, and a trans under the →

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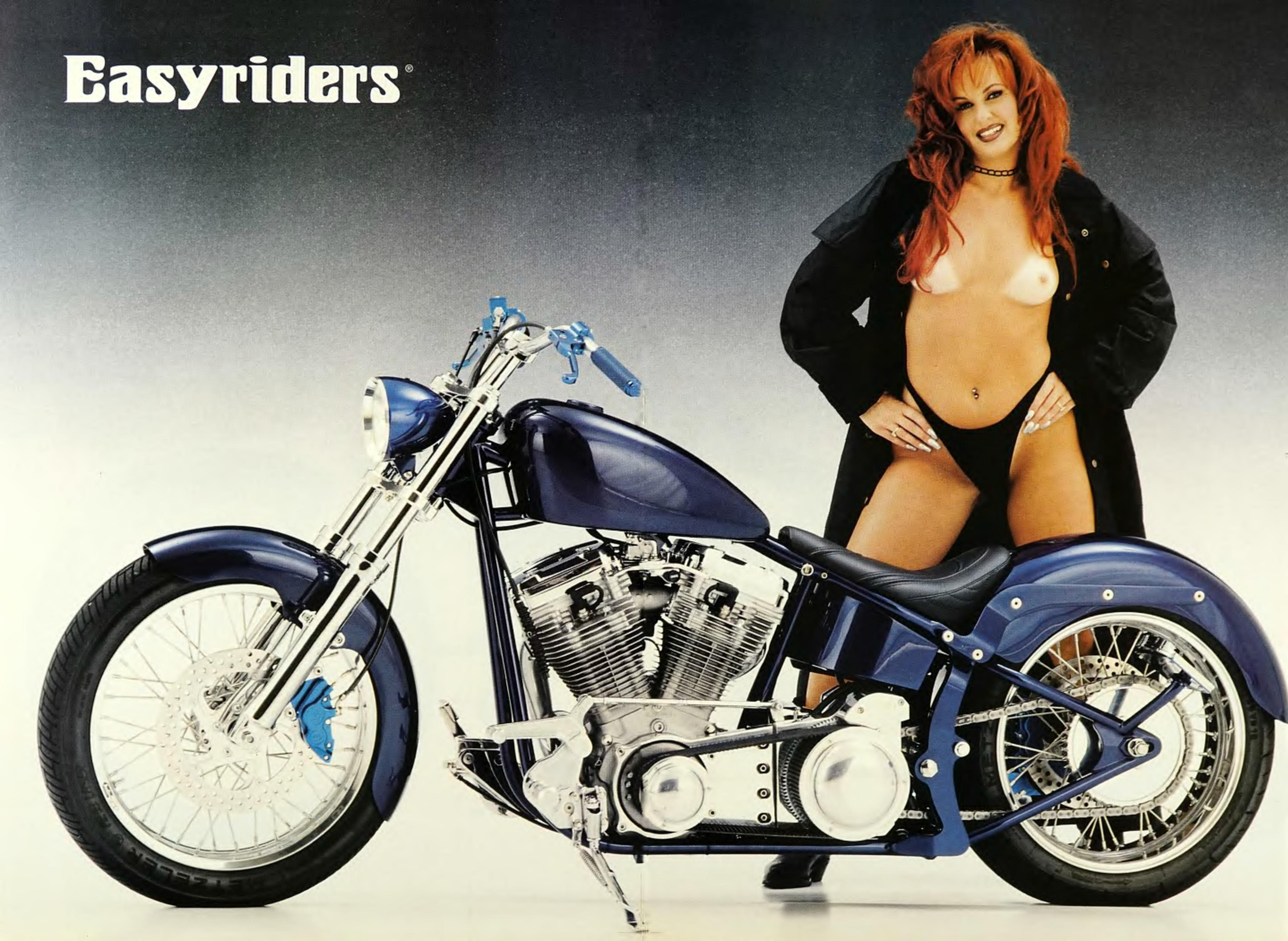
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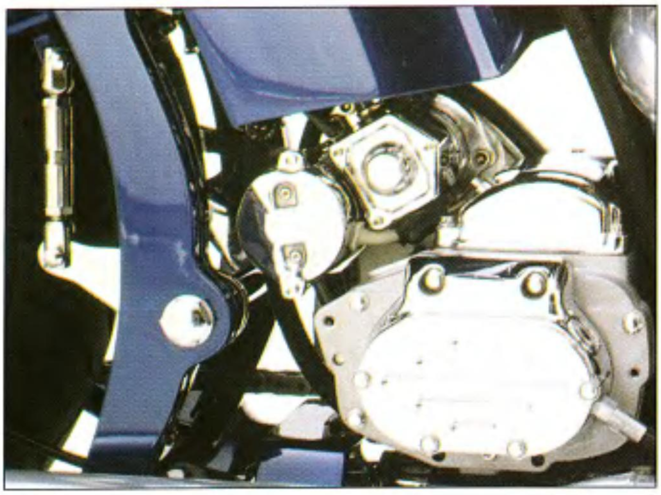
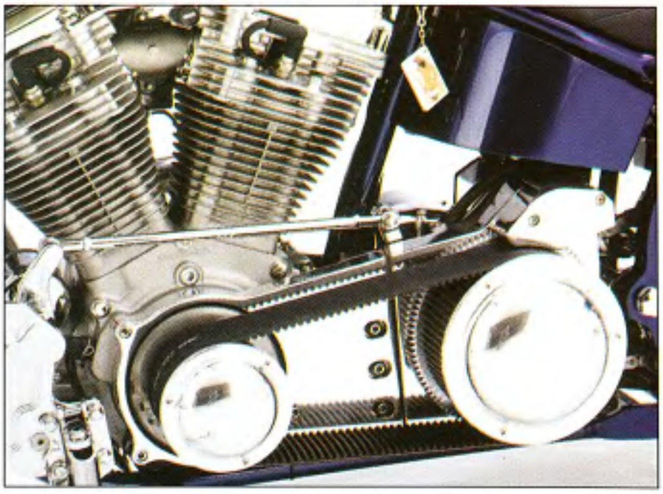




other. Jesse, sporting new tats with his son's and daughter's names, surrounded by flames, on each wrist, fearlessly met Mike Dunn in the center of his shop, like two warriors coming together on common ground.

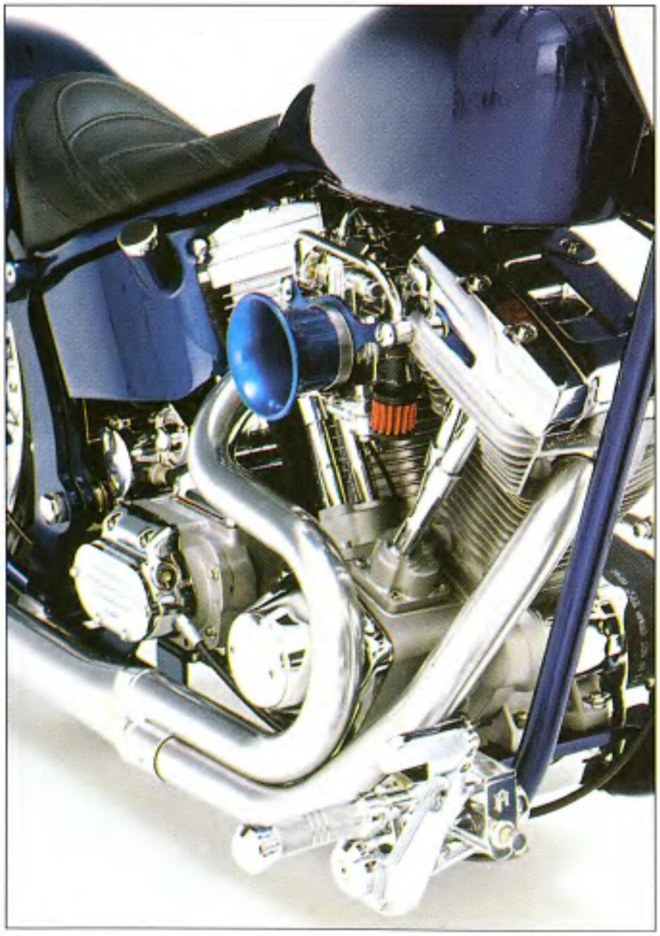
"I like your style," Mike said. "Wanna build me a chopper?"

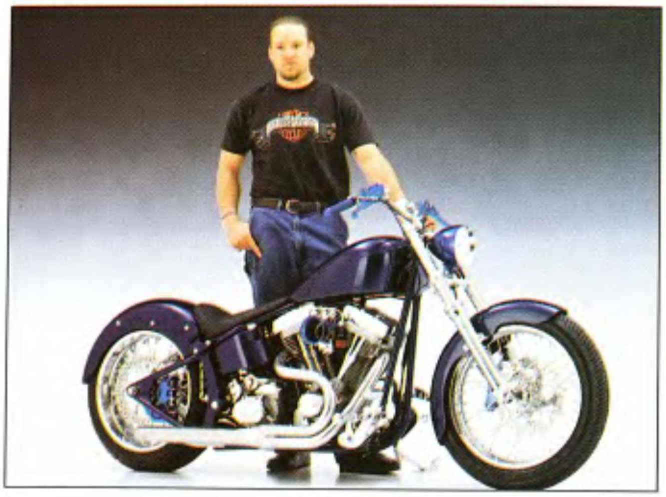
Jesse looked the stout man over. "We're on our way to Laughlin," he said. "Wanna tag along?" Jesse is one of those few builders who creates bikes only for people he likes, and no one else. On the way to Laughlin, Jesse gave Mike a book on weapons, and the man was absorbed for the entire 400-mile trip. While there, Jesse observed Mike unloading more than 800 bucks on knives. He was beginning to like the man.

Jesse studied Mike's narrowed-eyed, take-no-prisoners mannerisms, and he knew what custom motorcycle to create for him. The bike is simple, strong, and tough, with traditional chopper touches and low-tech accessories. Jesse built the bike with classic spoke wheels, anodized parts for easy cleaning, and a 4.5-gallon Sportster tank with the gas cap recessed in a teardrop shape to lend it a vintage chopper style. He hid the ignition, and intentionally avoided adding on all the high-tech accessories available to today's scooters. The bike sports a couple of Jesse's new, smooth fenders, and the low, bobbed look of the rigid from the '50s.

Mike, who has been sober for a couple of years now, was waiting for delivery when we called to ask that the scoot first make a trip to the photo studio for a shoot with this month's dazzling Fox, Reneé. You're looking at the results, and we're happy to say Mike didn't lose his patience or fall off the wagon before he got this road digger back.

—Bandit





Owner: Mike Dunn
City: Huntington Beach, California

General

Fabrication: Jesse James
Year/make: 1996 H-D
Model: Softail
Value: $36,000, one shotgun, and a 380 handgun
Assembly: Jesse James/Pat Powers
Chroming: South Bay

Engine

Year/model: 1996 Evo
Rebuilder: Bruce Brachett
Ignition: Compu-Fire
Displacement: 80 cubic inches
Lower end: H-D
Pistons: stock
Cases: H-D
Heads: Dan Baisley
Cam: Crane
Carb(s): Mikuni HSR42
Pipes: Chopper Guys
Modifications: balancing by Bruce, Jesse James air cleaner

Transmission

Year: 1996
Modifications: blasted

Paint

Painter: Andy Palmer
Color/type: blue/House of Kolor
Special paint: blue anodizing

Frame

Builder: Phil Day
Type: Softail
Shocks: Kendon torsion bar
Modifications: 38-degree rake, cleaned up

Accessories

Bars: K&N
Risers: 9-inch
Handlebar controls: Perf. Mach.
Fender(s): Jesse James (Tombstone)
Headlight: Joel, Headwinds
Taillight: Ron Simms
Pegs: Pure Steel
Foot controls: Pure Steel
Electrics: Pat Powers
Gas tank: Jesse James
Oil tank: Mark Rowe
Seat: Danny Gray
Mirrors: none
Grips: ART

Forks

Builder: Jesse James
Modifications: L'il John Trees, 2 inches under

Wheels

Front

Type: Performance Machine
Size: 19-inch
Tire: Metzeler
Brake: Performance Machine

Rear

Type: Performance Machine
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

Photos: Raiko Hartman

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1996 COLUMBUS CUSTOM
Stock #: NM011 **Color:** Orange **Mileage:** 250 Break in

NEW COLUMBUS CUSTOM
Stock #: NM010 **Engine:** 80 ci/1340cc **Features:** Stage II Performance Kit

1997 HARLEY-DAVIDSON
Stock # UM191 **Model:** XL8 **Color:** Black **Mileage:** 960

1997 HARLEY-DAVIDSON
Stock #: um192 **Model:** Fat Boy **Color:** Silver/Black **Mileage:** 600

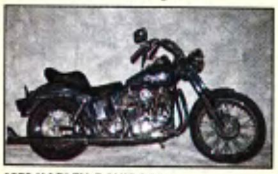
1994 HARLEY-DAVIDSON
Stock #: UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

1997 COLUMBUS CUSTOM
Stock # NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

1995 HARLEY-DAVIDSON
Stock #: UM165 **Model:** Bad Boy FXSTSB **Color:** Black/Blue **Mileage:** 1160

1996 LOW BOY
Stock #: LB01 **Engine:** 80ci. Automatic trans. Special order your own in 4-6 weeks!

1986 HARLEY-DAVIDSON
Stock #: UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red



1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom

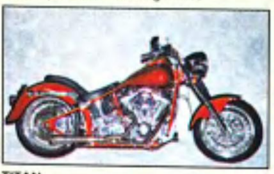
1996 HARLEY-DAVIDSON
Stock #: UM184 **Model:** FXD 1340cc **Mileage:** 3660 **Color:** Red

1951 HARLEY-DAVIDSON **Stock #:** UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

1979 HARLEY-DAVIDSON
Stock #: UM185 **Model:** Sportster **Engine:** 1000 cc **Color:** Black **Mileage:** 11,350

1994 HARLEY-DAVIDSON **Stock #:** UM180 **Model:** FLSTF Fat Boy **Color:** Black Custom **Mileage:** 13,900



TITAN
Stock #: T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

TITAN
Stock #: T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue

TITAN
Stock #: T1440198 **Model:** Gecko **Engine:** 1573 cc-96ci-108 H.P. **Color:** Black

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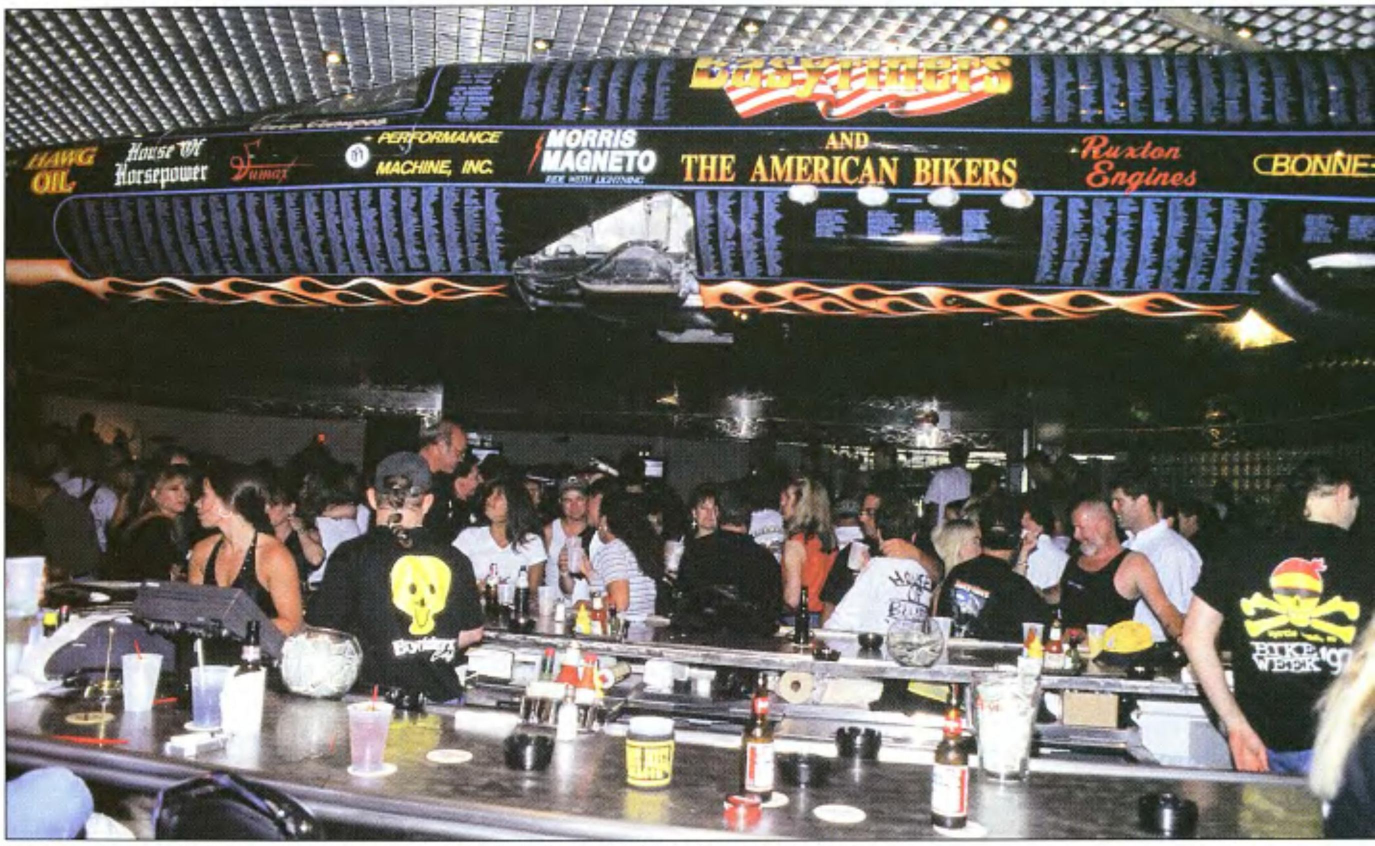
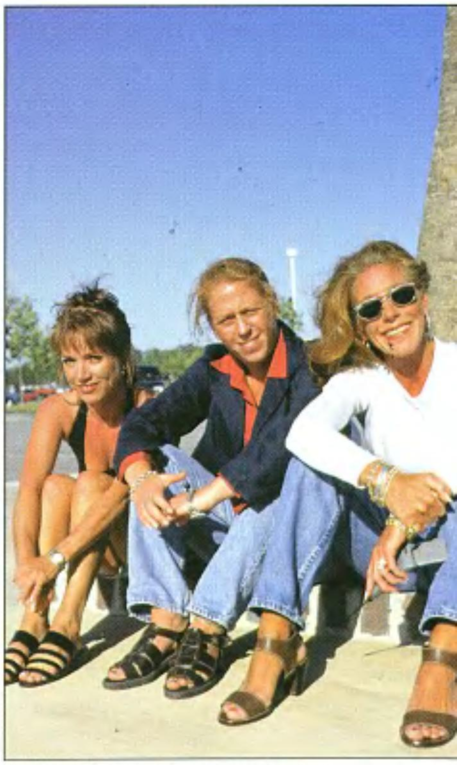
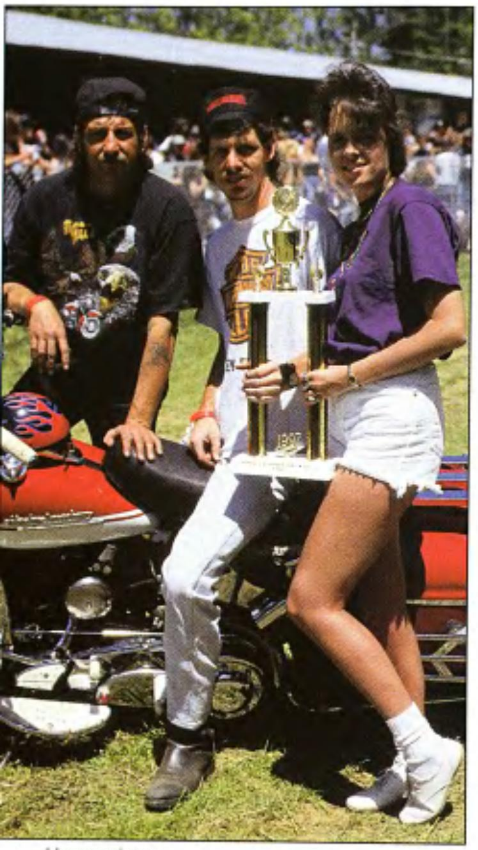


The Streamliner in all its glory, hanging above the bar at the *Easyriders* Cafe in Myrtle Beach, South Carolina.

Peacemakers MC members at Boozy Creek, Tennessee.



Three Southern belles enjoying the day.



Happy winner.

Awesome Wall Of Death rider.

DA BEACH

RIP ROLLS FROM THE SMOKEYS TO THE SANDS

Boozy Creek dirt dragger.

In last month's issue I left you readers in the great Smoky Mountains. Sugar Pai and I were staying with Don and Jean DeLong. They live in the country, a few miles south of Knoxville, Tennessee, in a small town called Maryville. Jean has a leather repair shop in Knoxville called Foothill Cycle Leathers. She does fine custom work and repairs on racing suits. She also does lots of alterations. She is a great seamstress and knows her way around leather garments of all types. Don works for Denso-Tennessee, which makes many of the starter motors found on cages sold all over the world. They also make the starter motors for Harley-Davidson. Don puts on local run-what-ya-brung drag races twice a year. Don and Jean ride with the Mountain Rebels MC; they fly a Maryville bottom rocker and are fun people to be around. One evening we went by the Southern Sons MC clubhouse, the Anderson County, Tennessee, chapter.

One morning, while waiting for Jean to finish repairing one of my camera bags, I met Tim McGley, who had ridden south from Lum, Michigan, aboard his '88 FXSTC. Tim said that he had some time off so he "rode down to get warm—it's still cold in Michigan."

I lived in southwestern Michigan in my youth. For that matter, I lived in Chattanooga and Memphis, Tennessee, for a while. Also, while visiting these folks, I had the opportunity to ride around with Don and see what a beautiful area he and Jean live in. They have a smooth-running Softail. On one of our trips we went by and saw Harley Charley from Tallassee, Tenn. He has a bitchin' old-style chopper that ya seldom see on the streets nowadays. It's a 1947 EL painted Goofy Grape. The Knucklehead engine is in a wishbone frame and also has a UL springer front end. It is for sale. Harley Charlie is asking $8,500; I think it's a deal. Ya gotta figure that I like Knuckleheads a bunch, since I've been sporting a set of XZOTIC Knuck valve covers on Sugar Pai for the last two years. She often gets double takes →

Jean DeLong working hard.

Nice top, baby!

from people walking past her. Sometimes they will come up to me and ask, "How did you do that?" That's when I go into Sugar's huge PAC-KIT saddlebags and drag out the propaganda I carry around with me for just such an occasion.

Anyway, getting back to Charlie Lunsford, aka Harley Charlie, he has a neat old general store complete with a potbelly stove in the back. With a little imagination you can smell the fire and see some old geezers puffing away on corncob pipes while whittling away with their Old Timer or Case pocket knives, discussing the weather. The sign over the door says that the store was established in 1933. Charlie's place is a popular spot with the area's canyon racers. It is called Deal's Gap. I was told that there are over 318 curves and turns within an 11-mile area, and that people come from far and wide to try their luck on these twistys. It's a popular spot during the weekends with the Ricky Racer crowd. Many folks stop there for something to drink and to scope out the old-time general store, which is unique for these modern days.

While running around with Don DeLong, we also went by Little River Cycle, owned by Don Wilson and located in Walland, Tenn. This is another out-of-the-way spot that's neat to check out. A few years back, Wilson's shop was under water due to a bad flood. He rebuilt it and added a second floor. Upstairs, Wilson has a small collection of vintage motorcycles. His stash includes a '39 Famous James, a '40 Knuck, '48 Indian Chief, '48 Flathead, '45 and '51 Simplex, and a '64 and '65 Panhead. Wilson also has two police bikes, a '57 Pan

JT and the Milwaukee Iron crew.

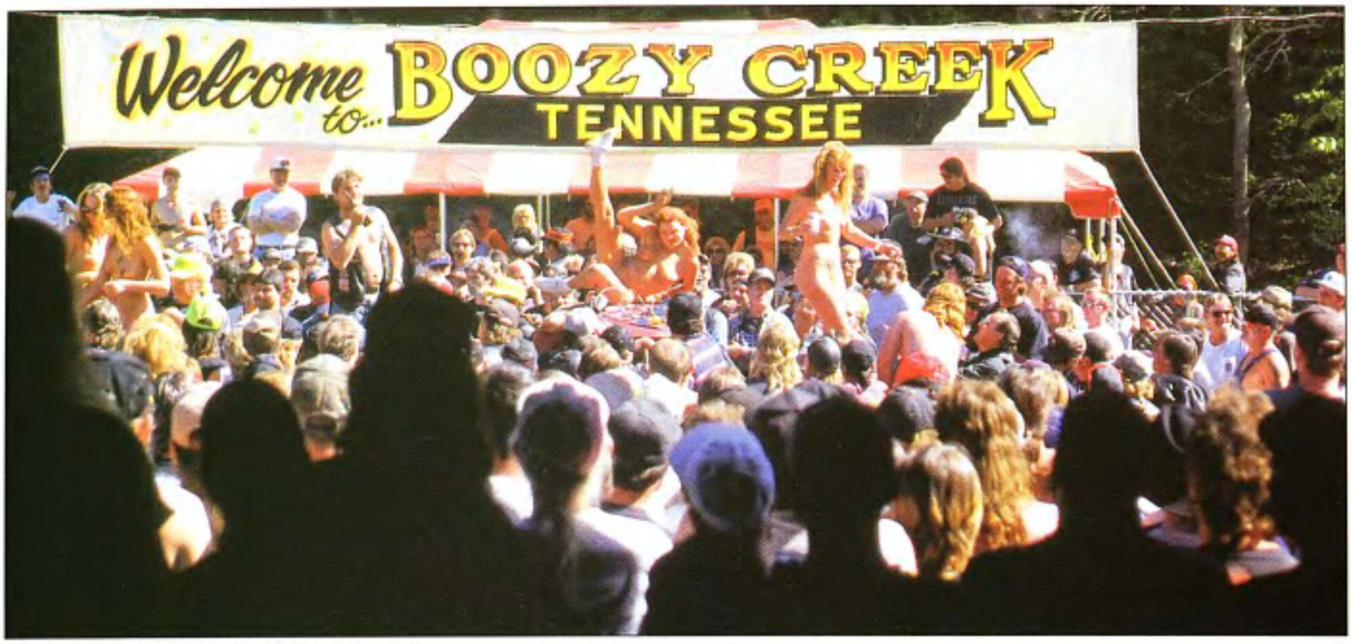
complete with sidehack, and a '67 Shovelhead. Downstairs you will see some of Little River's custom scoots on hand and a few putts for sale, left there on consignment. They also have beaucoup new engines and trannys, both OEM and aftermarket. I was impressed by their large inventory of hard parts.

That next weekend, May 9-11, the Peacemakers MC held some dirt drags in Boozy Creek, Tenn. A group of Mountain Rebels wanted to go see what it was all about. Sugar and I rode along with them. We had a blast; it was lots of fun watching the bikes tear down the track. One of the Harleys had a mag wheel with 21 paddles welded to it that dug into the ground. It threw up a large rooster tail of dirt as it sped down the track. Some of the drag bikes were fitted with dirt bike tires. There where several thousand folks in attendance and they all looked like they enjoyed themselves. I ran into some old friends I hadn't seen in years. That made it for me. I love it when that happens.

The admission was only 10 bucks. They had live bands, a killer wet T-shirt contest, and many vendors selling food, beverages, and biker stuff. There was also a tattoo artist doing his thing. The weather was perfect, and it made for a great weekend. Over the years I have received mail from Steve Harrell, a Peacemakers MC patchholder, telling me about their doings. I met Dale G, also a patchholder who lives on the club's property. I'm glad I finally had the opportunity to attend one of their functions. The Peacemakers MC also has chapters in Kentucky. I met some of their members there and also in D.C. back in 1988 when I went to see The Wall. At Boozy Creek I also remember meeting Pappy, a T-shirt vendor who was an original Peacemaker MC member. He is currently doing his own thing with another motorcycle club. Pappy is from nearby Kingsport, Tenn. All in all it was a fun weekend for this scribe; thanks for the invite, folks.

Tuesday of the following week found Sugar Pai and me back out on I-40 heading east toward Greensboro, North Carolina. We spent the next day and evening there before leaving for Myrtle Beach, South Carolina, to attend the Carolina Harley-Davidson Dealers Association Beach Rally. Riding along with me was Ed Brenner, a mechanic for Auto Cycle Specialist. Ed dialed in the single-fire Crane Hi-4 ignition system hooked up to Sugar. She is now starting easier and running super fine. Ed had a hard time keeping up with me when I punched her. He had borrowed Dane Miller's XR 1000. Dane's bike was set up for the drag strip and should have walked away from us. But, although I was packed down to the max, he still had a hard time keeping up, when I felt froggy. Sugar can do second gear wheelies, or rather I should say that, if I shift it under power I can get the front wheel to pop up. Ed's butt was sore by the time we reached the beach, from riding Dane's collectible Cafe Racer Sportster. These CR Sportys are rare; very few were made. We did stop briefly in Fayetteville, N.C., so I could get a set of dog tags saying that I'm a diabetic.

Anyway, the Beach Rally was also lots of fun to attend. I got to see my old pals who operate the Wall of Death, the California Hell Riders, Don and Jerrie. Don's got his son, Donnie, riding the motordrome boards now. It's a thrilling show to watch. If you've never seen it, ya owe it to yourself to catch their act. →



Energetic contestants giving their all for the crowd.

Having a ball at Boozy Creek.

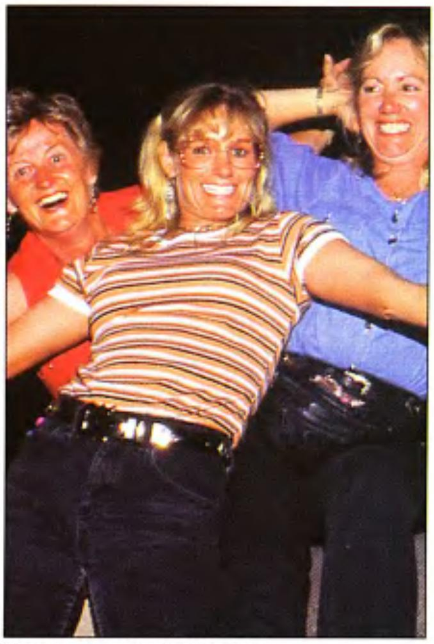
Beauty at the beach.

John Kay beltin' out the tunes.

It takes lots of guts to perform those daring feats. They have a female spinning around on an Indian inside the drum—Sam is quite an accomplished rider. Rusty, a dude, also makes counterclockwise maneuvers on a Hummer. Also while at the Beach Rally, Ed and I were given the opportunity to see some 600, 750, and 883 Harleys racing on a half-mile asphalt track. It was wild. Those racers could go through a rear tire rapidly. This was a sanctioned AMA 883 national, and riders came from near and far to qualify to get on the program. Dave Camlin, number 27 from Rock Island, Illinois, went home the 600 and 883 winner. The Carolina Dealers Association put on this show and Ken Lilly took care of the promotion. He also operates Mother Flecher's, a topless bar in town.

We also went to John "Joker" Wetmore's 10th annual party at the Sand Dollar Motel in Myrtle Beach. Joker works at a bike shop in Raleigh, N.C., called Twin Specialties, and had written to Rip's Run inviting me to his party. He rents the whole motel, then rents out the rooms to his pals. He gave the motel owners a plaque "for putting up with his shit." Joker has been staying there for 13 years running. Ed and I met some fun jokesters at the party.

Speaking of parties, *Easyriders* had one helluva great party when we held the grand opening of the *Easyriders* Cafe located at Celebrity Square, Broadway at the Beach. They erected a temporary stage on the plaza right next to the cafe on which John Kay and Steppenwolf entertained us Saturday evening. He sounded great singing all those favorites we like to



Three lovelies enjoying the show.

hear. The food inside the Cafe was also very tasty. The best part was—it was free. It's a big place with an indoor balcony and all sorts of motorcycles decorating the inside as well as the outside of the building, including the fastest two-wheeler in the world. Of course, I'm talking about the 322-mph *Easyriders* Streamliner, which is hanging over the main bar downstairs. The *Easyriders* Cafe is right outside the back door of the Hard Rock Cafe in an upscale neighborhood full of fancy shops and dining places. One of the perks of having the *Easyriders* Cafe here is that ya can walk around outside with a drink in your hand. I didn't say anything about walking around with beer bottles now. Something tells me that won't work—plastic cups probably, bottles never. I guess because they can be used as a weapon, but that's purely an assumption on my part. Don't ask me why I took up so much space explaining that, I just felt the need.

Anyway, the *Easyriders* Cafe is launched—good luck with it. The place was packed to the rafters all weekend. Let's see how it does the rest of the year when it isn't Rally Week. Check it out for yourself. Let us know what ya think; there is always room for improvement. We feature live Southern and Classic rock seven days a week. Tom Birdsall previously worked for the Hard Rock Cafe and House of Blues for four years before coming on board with *Easyriders*. He is adept at handling the cooking chores in this new environment. The specialty of the house is rotisserie chicken. Remember, this is the South, where chicken is king. They also serve a 22-ounce top sirloin steak that has the →

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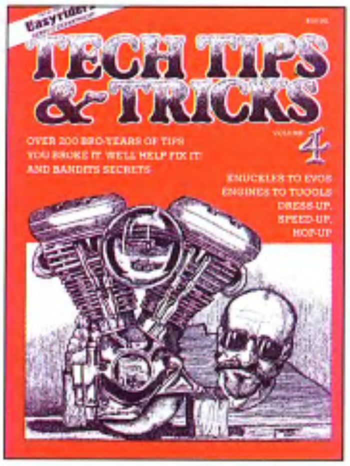

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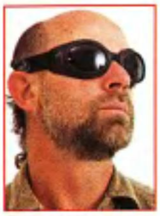

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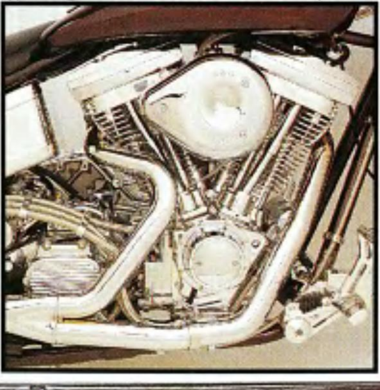

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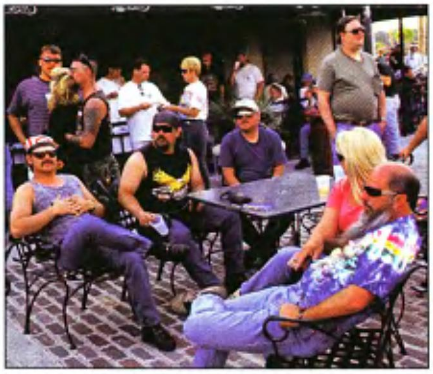
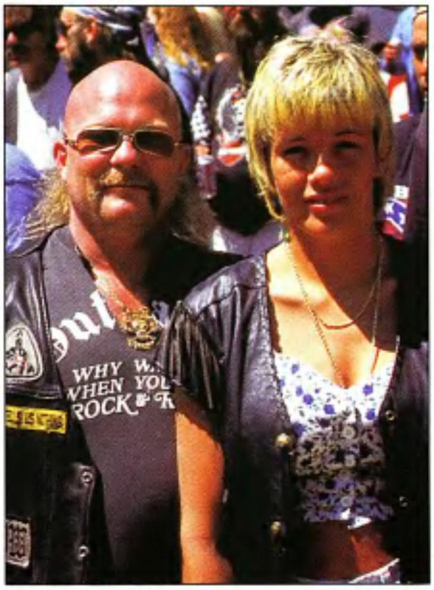


Kickin' back at the *Easyriders* Cafe.



Nice-looking couple.

Photos: Rip

Easyriders bike logo burned in it—that's got to make it taste better, don't ya think? And, finally, since this is a beach town, they get fresh fish daily. What more could ya ask for? My personal line when someone asks me that is: "A little redhead with lots of money."

Yeah, I'm trying to be funny. It helps when the weather outside is 90 degrees, and I would rather be out playing, than being stuck here pounding out this dribble, but that don't get the bills paid, does it? Well I'm gonna cut it off here 'cause I've got to leave room for pictures. I know by the time this column sees print that it's gonna be damn hot around the rest of the country, probably Africa hot in some parts. After ya get home from riding around, why don't ya drop me a line and tell me where ya been. I may be able to join ya next year. Who knows, if ya write me soon enough I may be able to do it this year before the snow falls. Won't that be something special? Yeah, I know, 10,000 comics born every day and I'm trying to be funny. Keep in touch. Until then, see ya.

—Rip

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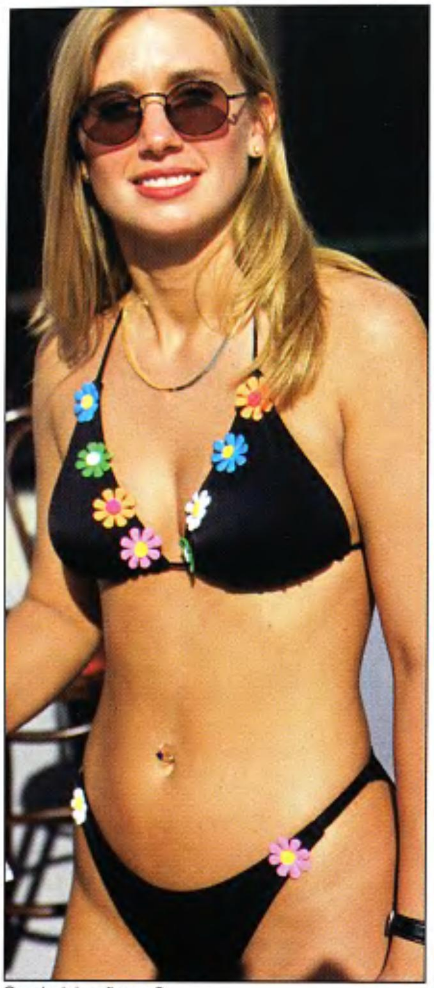

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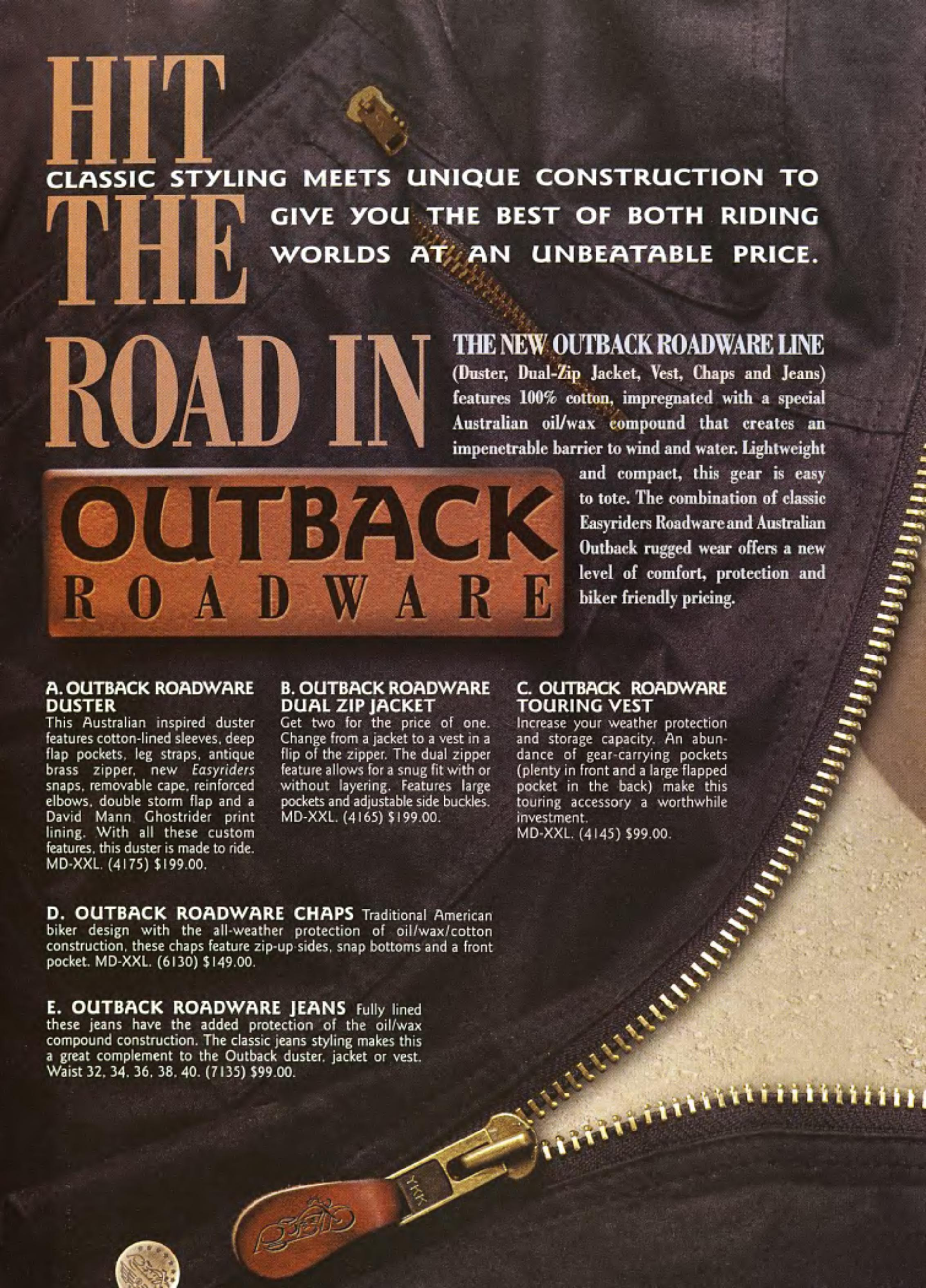
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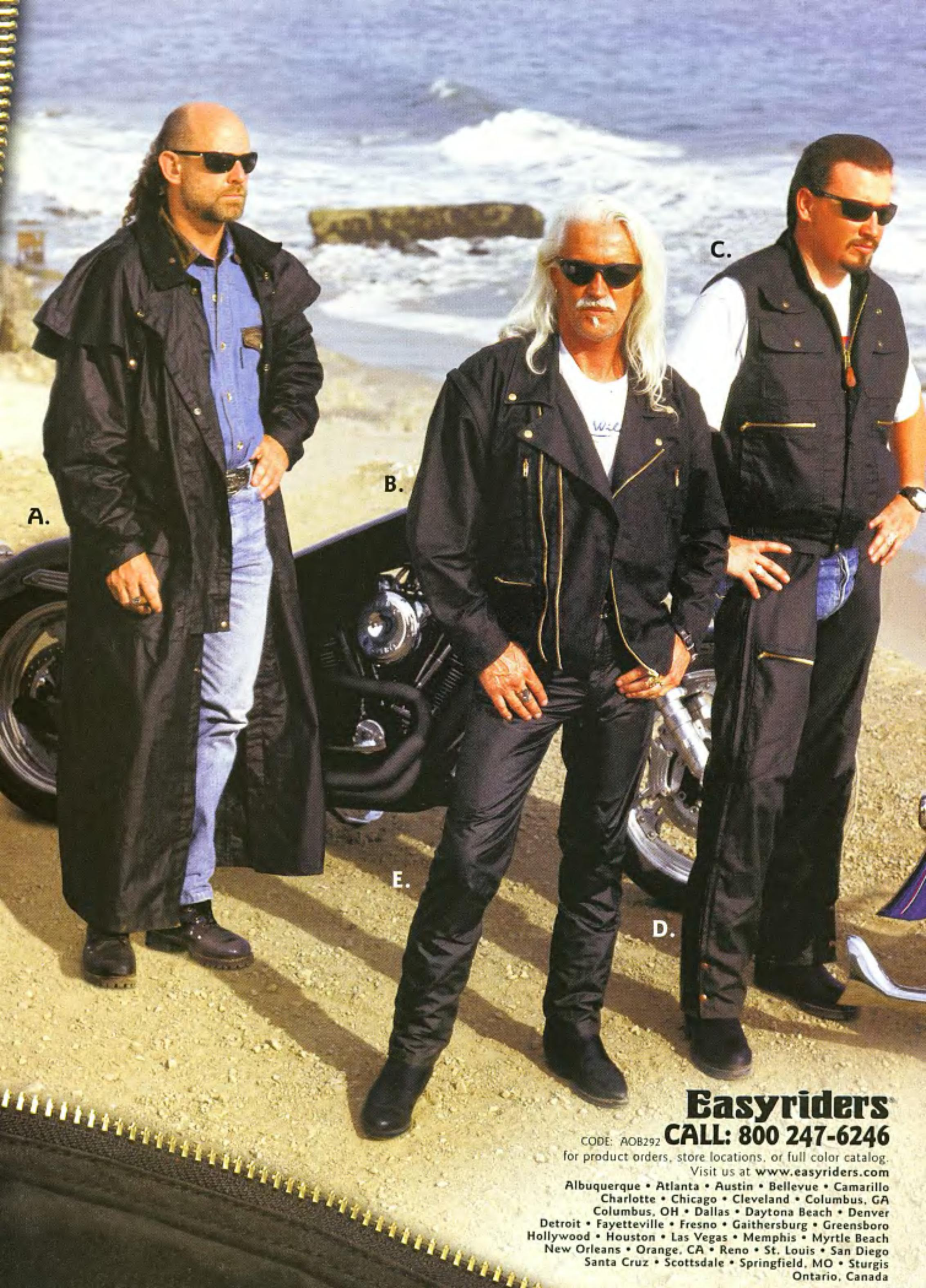
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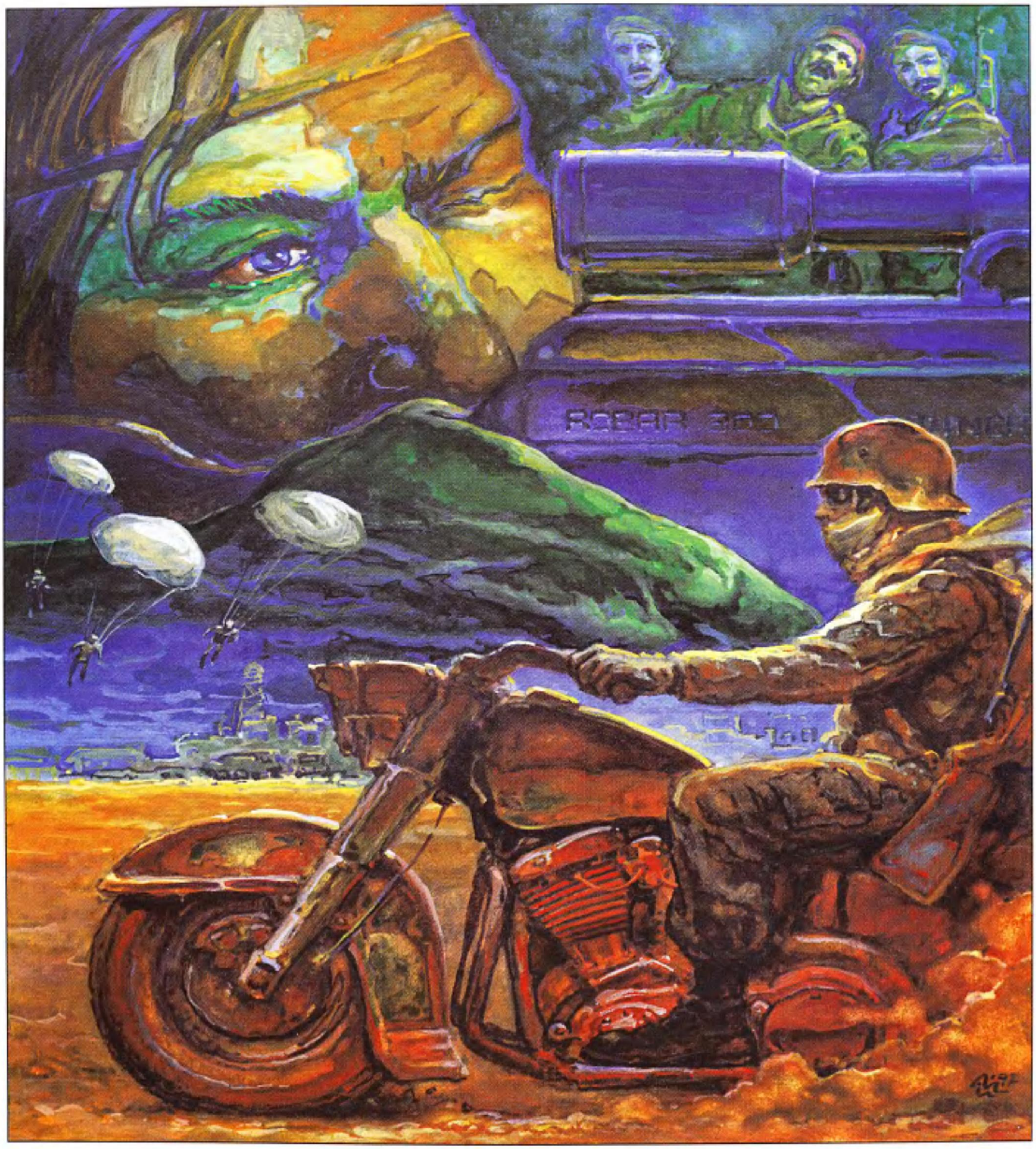

THE LONG SHOT

FICTION BY MARK V. LONSDALE

The night sky was beginning to take on a lighter shade of black, signaling the slow approach of dawn. The sniper looked through his scope for the hundredth time but could barely make out the shapes of the tents and vehicles in the enemy encampment. He had moved into position, just below the ridge line, above the camp at 0200 hours and hadn't moved since then. It was now 0430 and he was chilled to the bone, so cold in fact that he could barely hold the rifle

steady as he looked down into the sleeping camp, looking for any sign of movement. This was not what he had expected when he had shipped out to the Gulf three months earlier. He was alone, in the wrong place, separated from his unit by a hundred miles of desert and where the fuck was that hot desert sun when he needed it?

Chief Warrant Officer Sam Mallet—The Hammer, to his friends—currently attached to 5th Group Special Forces, lay in his hide wondering how he had ended up in this situation. It seemed just last week he had almost been a civilian. Almost, because his discharge papers were still being processed when this damn war blew up. He was recalled and immediately slotted for deployment to the Gulf. That totally blew his plans to take six months and ride across the U.S. with his old lady.

As he lay in the dark shivering, the cold stock against his cheek, Sam's thoughts wandered back to the past year of scratching dollars, spending all his off-duty time in his garage customizing an old Softail, and getting very close to completing his dream bike. Even Shannon, his ol' lady, had got behind the project, pitching in a few dollars and running around picking up the parts he needed. "Damn this cold and damn this man's army," he muttered to himself.

The breaking dawn, the first glimmer of sunrise snapped him back to reality. He was deep in Indian country with a job to do. He was well concealed in the hide that he had dug under the cover of darkness, overlooking an Iraqi encampment with only the muzzle of his sniper rifle peeking out into the cold, still morning air. Sam settled in behind the rifle with a practiced familiarity and brought the scope to his eye. The first movement in the camp was a half-dressed soldier in coat and boots only, shuffling to the latrines to relieve himself. Then Sam heard a generator fire up and a few more soldiers began to move about the camp in various states of dress, most more concerned with basic bodily functions than personal security.

Then, through the magnification of the 10-power scope, Sam saw what he was looking for. A soldier, already in full uniform and looking more squared away, carrying what looked like a steaming pot to one of the larger tents. That would be the orderly taking the senior officer his morning coffee. Within minutes, the soldier had left the tent, and shortly after that the officer stepped out to surveil his charges. Stepping to the side of the tent, Sam watched the officer undo his fly and begin to urinate. "That's it my lovely, hold real still for Uncle Sammy and prepare to get *malleted*," he whispered to himself.

The mil-dot range-finding reticle of the scope told him it was a tad under 900 yards, a long shot. But under these ideal windless conditions, it was a shot that he had made a hundred times before, but only in training. This would be his longest operational shot, actual kill, and he knew that it would kick off a hornet's nest of activity below. But he also knew that drilling a soldier, especially an officer, in the perceived safety of his own camp, and so far back form the front lines, would have a major psychological effect on the entire camp, totally demoralizing them.

Sam took a deep breath, then let half of it out. The crosshairs settled into the center of the officer's back as he stood relieving himself. And just as he was shaking off the last drops, the 190-grain projectile all but blew his heart out

HE FELT MORE LIKE A BIKER PLAYING SOLDIER THAN A SOLDIER PRETENDING TO BE A BIKER

through the front of his chest. The officer dropped like a wet noodle and never moved again. Sam felt nothing. He had killed before. It was just a job and that was one less rag head that U.S. ground troops would have to deal with.

Sam was amazed to see that no one in the camp had even noticed the passing of their commanding officer. And then he realized why. Just as he had fired, the trucks and tanks in the camp had began starting their engines and warming them up for an early departure. The noise of his shot had been lost amongst all the other popping, backfiring and revving of the big diesels. His day's work done, he could now curl up in his man-made burrow and figure out how he was going to get back to his own lines.

Standard operational procedure, when doing deep reconnaissance, called for operators to lie up during the day and only move and operate under the cover of darkness. But after the adrenaline rush of the kill, Sam was neither fatigued or sleepy, leaving his overactive mind to think about home.

After several years on the razor's edge as an operator with 1st Special Forces Operational Detachment-Delta, generically known as Delta Force, Sam had been looking forward to an early retirement. In fact, he and his wife had it all planned out—they were going to move to California and open a small custom bike shop. This had all started when, while attached to Delta, Sam had been required to cultivate an alternative lifestyle as a cover for his anti-terrorist activities. Almost every operator on the team, freed from restrictive military grooming standards, had grown long hair and beards, some even getting earrings and tattoos to further strengthen their civilian cover stories. For Sam, he became a biker, which wasn't too difficult since he had been tinkering with Harleys since he was teen and was even hanging out with a local motorcycle club when he had his first run-in with the law. The judge gave him one option—jail or the military, and the rest was history.

After almost 20 years as a career soldier and fast approaching 40, Sam discovered that he preferred the freedom of his chosen alternative lifestyle, to the point where he felt more like a biker playing soldier than a soldier pretending to be a biker. Then the Gulf War came along and his specialty, sniper group commander, was in demand for more conventional special operations. Well, at least he hadn't had to cut his hair and there was no changing the tattoos that covered his arms. He smiled as he remembered the shocked look on the rangemaster's face when Sam and his crew had turned up at the range to zero their weapons for this mission. They must have looked more like a barbarian horde than a special forces A team.

This particular disastrous operation had all begun three nights before with a planned night high-altitude HAHO parachute drop deep into Iraq to collect intelligence on ground activity in that sector and to wreak a little havoc with the enemy supply lines.

The briefing, planning, load-out and takeoff from an air base in Turkey had gone without a hitch, but his first inkling that things were not going well was under canopy. After exiting the aircraft at 30,000 feet over the Iraqi desert, there was no sign of his partner or the rest of the unit who should have been forming up on him for the long glide to the target area. At 12,000 feet he pulled off his oxygen mask and slipped on his night vision goggles and was still unable to locate anyone.

After a hard but uneventful landing in the middle of nowhere, Sam realized →

that things were worse than he had first thought. He was not only alone, he was in totally the wrong sector. His partner had been carrying the radio and his locator beacon was broken. Had the Air Force fucked up again? He wouldn't know until he got back.

He was supposed to be on or near Highway 6 where it crossed into Iraq and about 20 miles south of Basra, but instead, by the best of his reckoning and some help from his GPS, a hand-held global positioning system, Sam put himself nearer to An Najar—less than 100 miles from Baghdad but 250 miles from the border. It would be a shorter route to cross south to the Saudi border, about 150 miles, but there were no roads and he would have to pass through several divisions of Iraqi troops to get there. Not to mention the risk of getting shot by some trigger-happy Saudi soldier thinking he was an Iraqi infiltrator.

Not to worry—he'd operated alone before, so he resigned himself to a long walk home and hopefully a little hunting, of the human variety, along the way. Sam felt safer as long as he could see the road. So he would head southeast toward the highway and Kuwait and the primary area of operation for his own unit.

The first night brought him to where he was now, with the unexpected bonus of a confirmed kill. Sam slept the rest of the morning but by noon it was too hot to sleep. The small armored unit below had moved on during the day leaving only tracks, soon to be covered by the wind and the shifting sands of the desert.

That night, Sam moved as far and as fast as he could without sacrificing personal security. By dawn he was concealed in the rocks on the rim of a ravine overlooking what appeared to be a main supply road. But this did not jive with his map so he carefully entered the position into the memory of his GPS.

THE BULLET REACHED THE UNSUSPECTING SERGEANT BEFORE THE SOUND

What then should have been an uneventful day was immediately broken by the sound of vehicles. The first sign of activity on the road was one jeep and a light armored car moving to the southeast, but this was soon followed by no less than two divisions of Republican Guard armor, the crème of the Iraqi military and reportedly bad muthafuckers.

According to the intelligence briefings before this mission, there was not supposed to be any heavy enemy troop concentration in this sector and his map didn't even show a newly constructed road this far to the south. His own predicament forgotten, he knew this was serious and he needed to get this information back to central command. Many lives would be lost if this level of reinforcement reached the front lines.

In normal circumstances, this was a simple matter of setting up the satellite up-link radio and sending the information by burst transmission, but, unfortunately, his partner was carrying the sat-com unit. Sam also knew that walking was going to be too damn slow. He would have to hijack a vehicle or something, but frustrated, he could do nothing until dark.

By dusk the tank column had passed and Sam was preparing to move out, still not sure how he was going to cover the distance back to his own lines. It was a long fucking hike and he hated walking. He was hungry, and his stomach was grumbling. This was night four and he had only brought minimal rations for two nights—counting on a helicopter extract

that wouldn't come now since they didn't even know where he was.

By midnight he had reached a spot overlooking a highway checkpoint, intended to control military traffic going south to the front line but also to discourage deserters trying to flee back home. It was well illuminated by jeep mounted floodlights and manned by two guards and an NCO. The jeep was what really interested him. What the hell, he thought, time to do what he did best. Sam settled down behind his rifle, read off the distance as 550 yards, an easy shot, and lined up on the NCO.

The bullet reached the unsuspecting sergeant before the sound; Sam had already chambered another round and was lining up on the guard to his left before the body hit the ground. Sam just registered a look of confusion on the guard's face as the second round from his custom Robar .300 Winchester Magnum hit him low in the throat. The guard to the right immediately dove behind the cover of the jeep. Sam didn't hesitate. Round number three punched right through the light metal of the vehicle and sent the guard sprawling onto the hard-pack of the road.

No sooner had the three stopped twitching than Sam heard the familiar but unexpected noise of a motorcycle coming down the road at high speed. He heard the noise of the engine change as the Iraqi motorcycle messenger slowed for the roadblock but to Sam's shock, began to accelerate when he saw the bodies.

Again, Sam didn't hesitate. He laid the crosshairs on the rider—600 yards. It was a long shot on a moving target, and getting longer, but still within the lights of the checkpoint. Sam lead the motorcycle, squeezed the trigger, and felt the rifle recoil against his shoulder. At first he thought he had missed, then the rider slumped over the handlebars and the motorcycle veered off the road and went down in a shower of sand and gravel.

As the dust settled and the adrenaline rush wore off, Sam realized that this may just be his lucky day. A jeep and a motorcycle—his ride had arrived.

Sam's first inclination was to take the jeep, but then he thought, the bike would probably draw less attention and a messenger with dispatches less threatening. And hey, how many of his biker bros would ever be able to boast that they had ridden from Iraq to Saudi Arabia. He just hoped that the bike was not too badly damaged when it went down.

After checking that the rider was dead and not just stunned, Sam approached the bike. As he got closer, he first smelled then saw gas leaking from the gas tank and soaking into the hard, brown earth. He quickly stood the bike up and began checking it out for other damage.

To his surprise, under the dirt, grime and military paint job, it was a relatively new Harley Police Model and the damage appeared to be mostly superficial. The air cleaner was hanging by one bolt, the tank dented, the faring cracked, one handlebar was out of whack, a mirror was shattered, the seat was torn, a turn signal was hanging by one wire and the saddlebags were all twisted and mangled. Apart from that, the only serious thing was that the front brake lever was snapped off of the right grip, but the rear foot brake still seemed to be intact.

After physically tearing away the damaged and unnecessary garbage, much like building a rat bike, Sam stabbed the starter button, nothing. Damn!! He checked the battery, plug wires, starter wires—everything seemed fine. Then he saw it. The kill switch. What an idiot! He flipped it to run and the bike fired right up. He felt like such an moron, and wondered where he got off thinking that he could run a custom bike shop.

Like all late model Harleys, when the key was on, the lights also came on, but Sam knew it would be too dangerous to run with light. So using his Leatherman Multi-Tool, he removed the bulbs from both the head- and taillamps. He'd be able to ride with his night vision goggles.

His thin fatigues were not suited for →

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the cold desert nights, so Sam stripped the messenger out of his brown leather jacket, not worrying too much about the bullet hole in the back or the blood on the inside, only to find it a little too small. A few swipes with his knife and the sleeves were gone and it now fitted like his old vest back home. The NCO's shamague wrapped around his neck and head completed the outfit.

Now it was time to put some distance between himself and the four dead Iraqis. He slung the messenger's dispatch bag across one shoulder and his sniper rifle across the other, pulled on his NVGs, kicked the bike into gear and accelerated east into the night.

Tentatively at first, Sam soon had his ride up to 60 miles per hour, fast considering the condition of the road and the fact that the night vision goggles, although turning the ink-black night into a greenish daylight, gave virtually no sense of depth perception making it difficult for Sam to anticipate the bumps and potholes in the road surface. After half an hour, the weight of the goggles and the visual distortion was giving Sam a blinding headache, but he could live with that, knowing that every minute brought him a mile closer to food, water, a hot shower, and sleep.

The thought of sleep made Sam try to twist even more speed out of the already vibrating machine. But just as the needle touched 65, total blackout. He could see nothing. At that instant, the battery in the NVGs decided to quit, leaving Sam barreling through the night on a rough road as good as blind.

He quickly pulled the goggles off but was still blind. The desert night was total, the sand stung his eyes and there was not even any moonlight.

Sam grabbed for the front brake but it was not there. In a reflex action he stabbed at the rear brake pedal but altogether too aggressively, putting the bike into a terrifying sideways slide. This was stopped by the raised shoulder of the road which launched both man and bike into space to land some yards apart in a painful heap. Sam, winded and fearing worse, laid still waiting for the pain and shock to pass, too stunned to even remove his rifle from around his neck.

When the shock passed and the pain brought him back to reality, Sam picked himself and then the bike up. In addition to the previous problems, the headlamp was now completely broken off, the front fender was buckled in against the tire, and oil was leaking out from under the seat. More gas had seeped out of the tank and the faring was completely shattered. Sam was equally the worse for wear. His fatigues were torn to shreds, his knuckles were grazed, his leg hurt and the side of his face was covered in blood. The rifle seemed to have survived none the worse for wear.

After another hour of cursing and grunting, and thanks to his Multi-Tool and a spare battery that he carried for his NVGs, Sam was back on the road but, reminded by the pain in his back and leg, now riding more carefully. But not for long. The bike died within another half hour. The wind had picked up, throwing sand flurries across the road and soon clogged the carb.

Not to be beaten, Sam covered the bike with his nylon poncho and then crawled in underneath with it. Again, thanks to the Phillips head on his Multi-Tool and a chem-light stick, he was able to drop the bowl on the carb, clean out the sand, and reassemble it. Then, using a sock and a rubber stow band, he was able to fashion a rudimentary air cleaner.

IRAQI MARKSMANSHIP WAS NOTORIOUSLY POOR

As dawn broke, contrary to operational procedure, he made the decision to push on. He was back on the main blacktop highway and it was vital that he get the information about the new road and armored column back to the intelligence people to pass onto the ground troops. Sam stopped only long enough to change his NVGs for his parachute goggles and tear the tattered sleeves off of his uniform blouse. He also opted to now wear the Iraqi messenger's motorcycle helmet so that at a distance he could pass for an Iraqi. He didn't much like wearing any helmet but here the penalty was not a ticket but a bullet, or even worse, capture and torture.

As the sun came up, Sam knew he was running low on gas and the most frustrating thing was that he was surrounded by gas that he couldn't use. There was no shortage of abandoned vehicles, mostly as a result of the coalition bombing campaign and the not infrequent strafing of the highways by ground attack aircraft. But they were all military vehicles and the occasional Mercedes and they all ran on diesel. He had seen the odd Range Rover and BMW but they had either run out of gas or been sucked dry by other travelers.

Half an hour after going onto reserve, the bike sputtered and died. Sam pushed it off the road and down behind the bombed out hulk of a Soviet BTR personnel carrier. Sure enough, like he

had found all morning, there was plenty of diesel but no gasoline. He was also out in the open and out of water—on a main highway with a brutal sun beating down. Even the metal of the armored car was too hot to touch, so he slid into the 120-degree shade underneath and waited.

He didn't have long to wait. In the distance, through the heat mirage rising off of the road, he could just make out what appeared to be a civilian sedan approaching at high speed. With nothing to lose, Sam flipped out the bi-pod on his rifle, chambered a round, dialed in the range, centered the crosshairs on the car and hoped with all the abuse, that the scope and rifle still held a zero. When the car was within range, Sam exhaled and punched a round right through the front of the grill and into the engine compartment. At first the speed of the car appeared not to change, then it slowed and rolled to a stop not 20 yards from where Sam lay under the wreck.

Sam watched the Arab driver get out, totally confused as to why his car had died. When Sam stood up and showed himself, the driver screamed and ran off into the desert. Sam knew he looked quite the sight with his torn and dirty fatigues, camouflage painted face, bloodshot eyes, four days of growth, blood-soaked shirt and huge weapon system.

It was a Mercedes, but luckily a gasoline-powered model. Sam didn't have a siphon hose so he slid under the car and punched a hole in the gas tank with his Randall fighting knife. He caught the gas in the motorcycle helmet and transferred it into the bike's gas tank. Finally, he thought, a use for skid lids as he tossed it aside.

Ten minutes later, Sam was back on the road and making good speed. He passed several small towns and even a supply convoy heading south, but no one made any attempt to stop him. By early afternoon Sam's short-lived luck ran out again. In the distance, he could see what he hoped was the last Iraqi troop concentration that he would have to negotiate before the border. In his favor, he was approaching their position from behind as all their guns and attention were directed toward the front lines, and the "Great Satan," the American infidels, no more than 10 miles on down the road.

Sam was gambling on three things when he hit the Iraqi position at full throttle. First, that he was coming from an unexpected direction; second, that the bike wouldn't fail him now, not after so far; and third, that Iraqi marksmanship was notoriously poor.

Sam came up a winner on two out of three. The Harley didn't fail him as he went through the Iraqi lines with the speedometer needle hovering →

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around 80 mph; and they were surprised. But on count three, either they had learned to shoot or some camel jockey got lucky as Sam felt the impact of a high-velocity bullet in his lower back. The pain shot up through his spine, his vision blurred, more rounds whizzed passed his head and the bike wobbled dangerously, but he gritted his teeth and just kept twisting the throttle. At any moment he expected to feel the life-giving blood running down his legs. But then he realized that he couldn't feel his legs. My God, had his spine been severed? he asked himself. Was he now dead below the waist, never to know sex again, doomed to pee in a bag for the rest of his life?

When he did attempt a quick look at his legs, what he saw was gas pissing from a bullet hole in the side of the tank, spraying all over his legs and the hot motor. Sam tried to stem the flow with his hand but to make matters worse, the Iraqis were now in pursuit with jeeps and light tracked vehicles. It was then that the bike began to starve for gas, coughing and spluttering. Sam couldn't remember if he had switched back off reserve when he had last got gas. So he reached under the tank for the petcock. He couldn't even remember which direction was on and which was reserve, so he just twisted and hoped. The big V kept thumping.

Now, just ahead was the real challenge ... re-entering his own lines on an Iraqi machine, with no radio, no updated passwords or counter signs, facing soldiers who he knew could shoot and would not miss. Without anymore time to think, as he crested the next rise in the road, his worst fear and greatest hope faced him. He was riding at top speed toward the greatest military machine ever amassed on the planet: Stormin' Norman, several tank divisions, and a whole mess of Marines who would as happily ventilate an "army puke," especially a "glory hunting green beanie," as much as they would any of Saddam's riff-raff.

The grim reality of his situation sunk in as an AT-4 anti-tank rocket shot past him. And from the troops in front he could see that they were shooting at him with small arms and heavy artillery. But he wasn't hit yet. He began to zig-zag as much as he could at that speed, then realized, they weren't shooting at him, they were shooting past him at his pursuers. Doom on those rag heads was his last thought before he reached home plate.

Sam hit the raised berm of the defensive position at speed, sailing over the troops in their fighting holes, and for the second time that day, was unwillingly airborne—but he was still free and never felt more alive. Then the lights went out.

When Sam came to, he was lying in the sand, racked with pain from head to toe, not sure how he was still alive but surrounded by GIs and medics. They cheered when he opened his eyes.

"Am I ....?" Sam painfully tried to mouth the words.

WAS HE NOW DEAD BELOW THE WAIST, NEVER TO KNOW SEX AGAIN?

"You're OK, soldier, just lie still while we check you out," the medic cautioned him as he slid a needle into his arm.

"I need to talk to an intell. officer, now!" Sam grunted forcefully.

"Right here son," an officer leaned over him. "We have already checked out the dispatch pouch. Good stuff, well done," he continued.

"There's more," Sam persisted. "There's an unmapped major supply road and an armored column heading south .... the exact location is locked into my GPS ... waypoint number six."

"We'll download it now and send them a little surprise, special delivery from our ground attack squadron. Now relax and let the medics take care of you," the officer smiled as he took Sam's GPS. Sam turned to the medic, "I'm ... I'm shot in the back," he got out through dried and cracked lips. The medic slid his hand under Sam's back and felt around. "Can't feel any blood or entry wound, soldier, but we'll check you out more thoroughly when we get you back to base hospital," the medic assured him.

As they rolled Sam to the side to put him on a stretcher he saw his sniper rifle in the sand beside the battered motorcycle and smiled. He now realized why he was still alive. The rugged construction of the Kevlar stock of his rifle had taken the full impact of the enemy bullet, saving his life. He made a mental note to call Robbie Robar, the manufacturer and thank him, and also to drop Willie G. a note about the reliability of Evos, even those owned by the Iraqi army. Thank God for solid American machinery—both had saved his worthless ass to fight another day.

Now as he lay on the stretcher, waiting for the morphine shot to kick in. All he could think about was shipping out, making love to his ol' lady, and finding a way to get *his new bike* back to the good old US of A. ⊙

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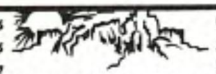

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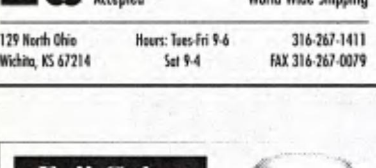

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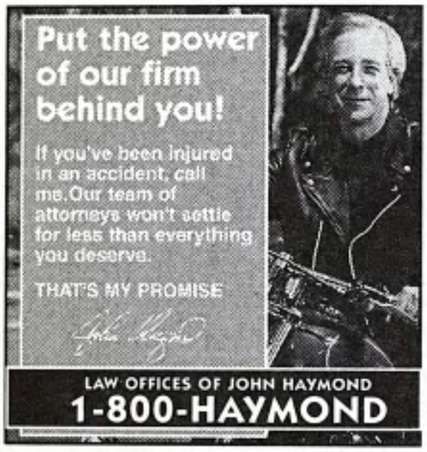

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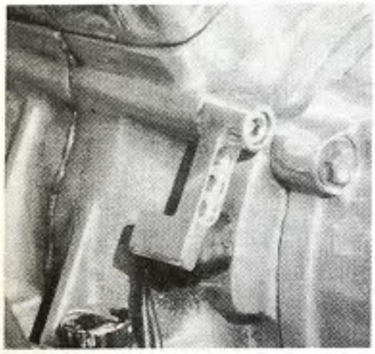

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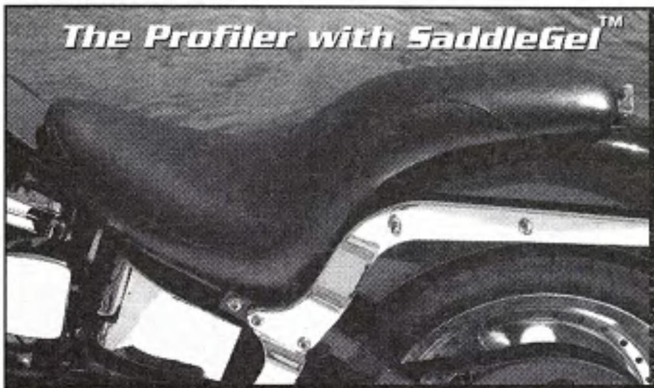

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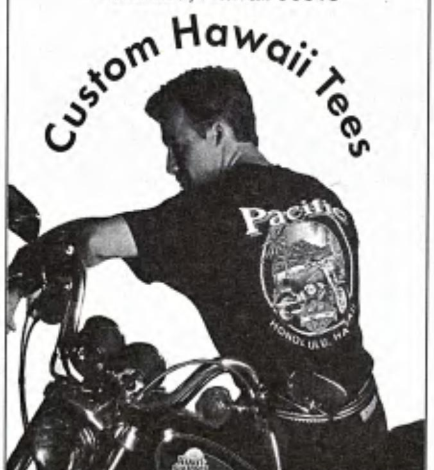

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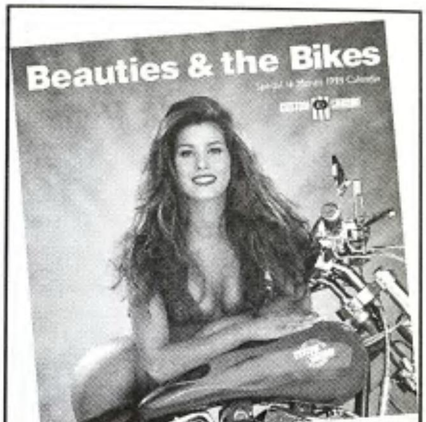

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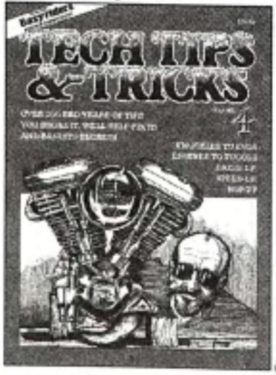

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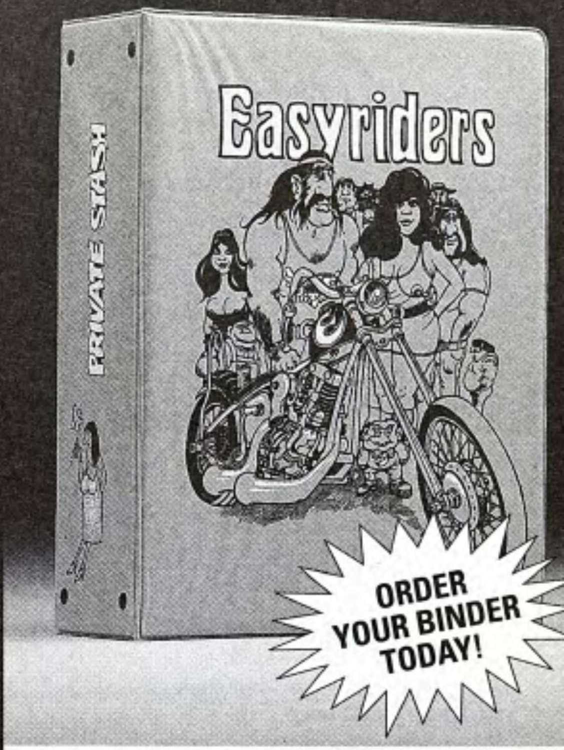

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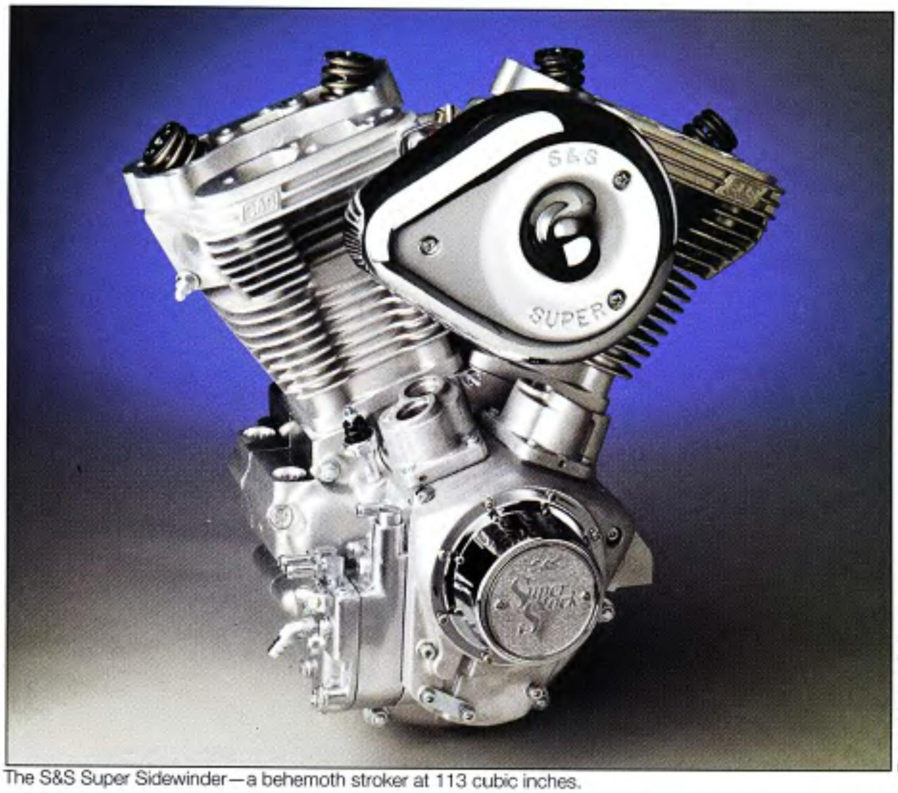

The S&S Super Sidewinder—a behemoth stroker at 113 cubic inches.

Photo: Markus Cuff

Twenty years ago, S&S Cycles introduced the very popular Sidewinder series of stroker motors. Bike builders around the world have been using S&S motors with great success on the street as well as on the racetrack. Without a doubt, the most popular size was the 96-inch stroker that brought an abundance of power together with reliability. That intro was in 1977, and today they are pleased to introduce a new breed of motors to their performance line, also destined for greatness—the Super Sidewinder!

There are basically two ways to produce big motors, one method includes large bore cylinders, and a long stroke. Of the two, the most reliable method is to use larger bores while maintaining a reasonable stroke. That's exactly what S&S did with the Super Sidewinder series of motors.

S&S is now producing a very popular 113-inch motor with a 4-inch bore and a 4 1/2-inch stroke. This behemoth of a motor produces more than 120-foot pounds of torque and puts out 114 horsepower at 5,500 rpm—not bad for a production motor right out of the box.

The Super Sidewinder series motors are available in three different off-the-shelf sizes, all incorporating a 4-inch bore. They are: 4-inch bore by 4-inch stroke to produce 100 cubic inches, 4-inch bore by 4 1/4-inch stroke to produce 107 cubic inches and the 4-inch bore by 4 1/2-inch stroke motor which produces 113 cubic inches—the most popular size and the focus of this article.

All S&S Super Sidewinder long block 4-inch bore cylinders are manufactured from high-grade aluminum cast around ribbed iron liners which dissipate heat better than iron while maintaining excellent structural integrity. All Super Sidewinder motors use S&S special application crankcases that feature a special reinforced and redesigned cam cavity that provides more area around the cylinder bases for added strength and improved sealing. Super Sidewinder cylinder heads have 2-inch intake valves, and 1.61-inch exhaust valves along with a specially designed combustion chamber for improved flow. Forged flattop pistons are manufactured from high silicon aluminum for tight assembly and operating tolerances with a compression ratio of 10.1:1. An S&S Super G carburetor, manifold and chromed teardrop air cleaner are supplied with each long block. To help handle the air requirements, an S&S 562 camshaft pumps high performance throughout the rpm range. Long blocks may be ordered assembled or unassembled. A side benefit to the Super Sidewinder motors is that the overall motor height is slightly shorter than stock to fit any frame that accepts a standard V2 Big Twin.

So the next time you're sitting around the garage and want to compete in the racing (bench or otherwise), think of S&S and their Super Sidewinder 113-cubic-inch big bore motors. Remember, there is no substitute for cubic inches!

—One Eye

TABLE 1: HORSEPOWER AND TORQUE VALUES

STOCK 49 STATE 80-INCH EVOLUTION

RPM	3000	3500	4000	4500	5000	5500	6000
HP	34	41	48	54	56	N/A	N/A
TQ	61	62	63	63	59	N/A	N/A

96" SUPER STOCK / SUPER G / 10.1:1 C.R. / 561 CAM / THUNDERHEADER

RPM	3000	3500	4000	4500	5000	5500	6000
HP	46	70	83	92	95	96	93
TQ	80	106	109	108	100	93	81

113" 4X4 1/2 SUPER SIDEWINDER/G/ 10.1:1 C.R/562 CAM/THUNDERHEADER

RPM	3000	3500	4000	4500	5000	5500	6000
HP	60	80	94	104	110	114	113
TQ	105	120	123	121	116	109	99

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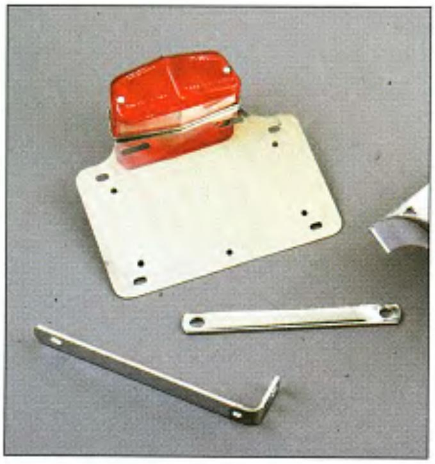
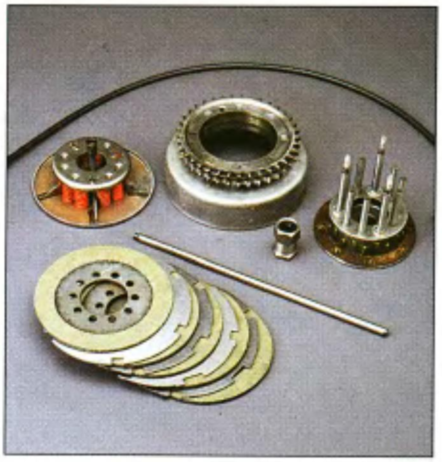
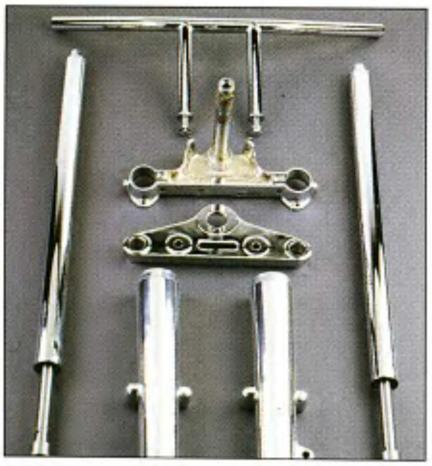
The late 1960s movie *Easy Rider* starring Peter Fonda and Dennis Hopper introduced the outlaw biker lifestyle to the world and, in essence, set the stage for the custom chopper industry. The menacing mechanical stars of the show were the two chopped hogs ridden by the anti-heroes on their fatal cross-country journey. The Captain America bike, ridden by Fonda, was flamboyantly painted in candy colors of the stars and strips nestled in a chrome rigid frame with extended forks. The co-star's bike was a basic looking extended wide glide chopper with a high-mounted gas tank and low rigid frame seat position.

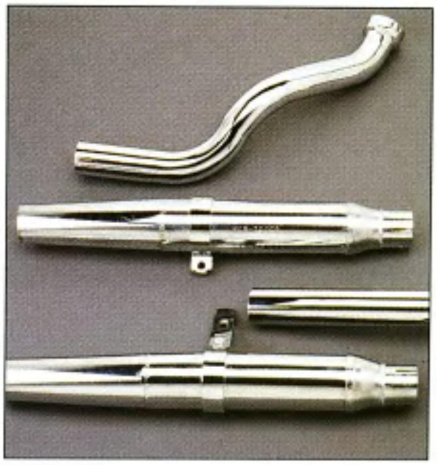
What happened to the movie bikes is anybody's guess. What is known is that dozens of Captain America replicas have been built since the movie's debut 30 years ago. Jim Leonard is one such Captain America bike builder. An avid *Easy Rider* movie fan, Jim was driven to replicate Fonda's ride as a rolling tribute. During nearly a decade of research and parts chasing for the Captain America project, Jim unconsciously collected parts that were appropriate for a Billy bike restoration, never giving serious thought to building its replica. But continual persuasion from enthusiasts to revive Billy's bike got him on track for the rebirth of this machine.

Jim probably has the world's largest collection of *Easy Rider* movie memorabilia. He spent years tracking down leads and endless hours interviewing the players who built the movie bikes. He located the original shop owner, Ben Hardy, who aided him with particular details about the machines. Hardy's Motorcycles shop









Photos: Doug Mazell, Markus Cuff

in Los Angeles built two of each motorcycle for the movie production company. Cliff Vaughan is credited with the actual assembly of the four custom Harleys. Hardy's shop was located just down the street from M/C Supply, which manufactured high-quality custom motorcycle parts from the '50s through the '70s. Most of the specialty parts—gas tanks, headlamps, horns, cables, fenders, and struts—came from M/C Supply.

Not satisfied with using contemporary aftermarket parts on his replicas, Jim chose to preserve their authenticity by using original parts from the now-extinct M/C Supply. No easy task. Original paint work was performed by Dean Lonza, famous at the time for his extravagant use of candy colors. When contacted, Dean still had the pattern he used for the stars on the original Captain America gas tank.

The profile view of the Billy bike has a peculiar look, credited in part to the style of the handlebars. They are drag-type bars, but instead of going down as they go back, they stay parallel with the ground, giving an upswept look out of sync with the natural triangulation of the rigid frame.

Jim was unable to find a commercial source for the handlebars. Speculation is that Von Dutch may have made them from scratch for Cliff. The head pipes are peculiar and of mysterious origin as well. Instead of swedging down for frame and transmission clearance, they remain full diameter as they sweep back to the mufflers. The bike is now in the mock-up stage. We'll see more progress in the next installment.

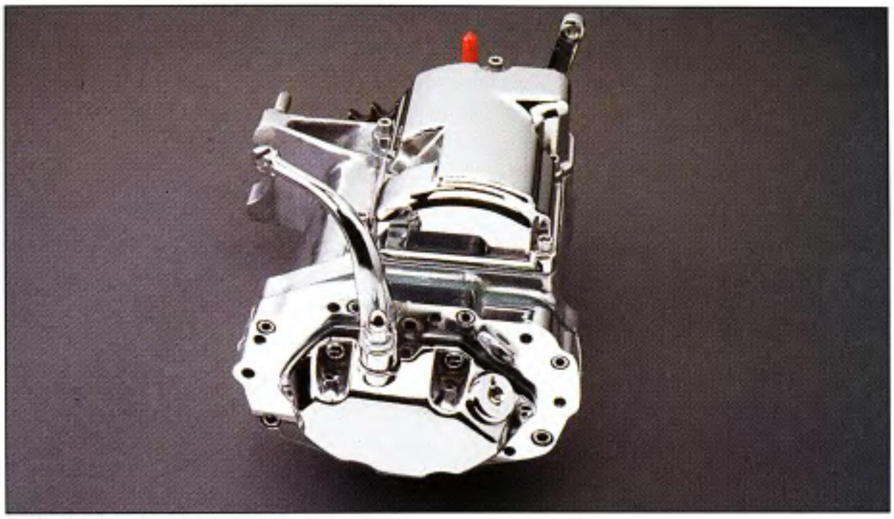
—Mike Egan

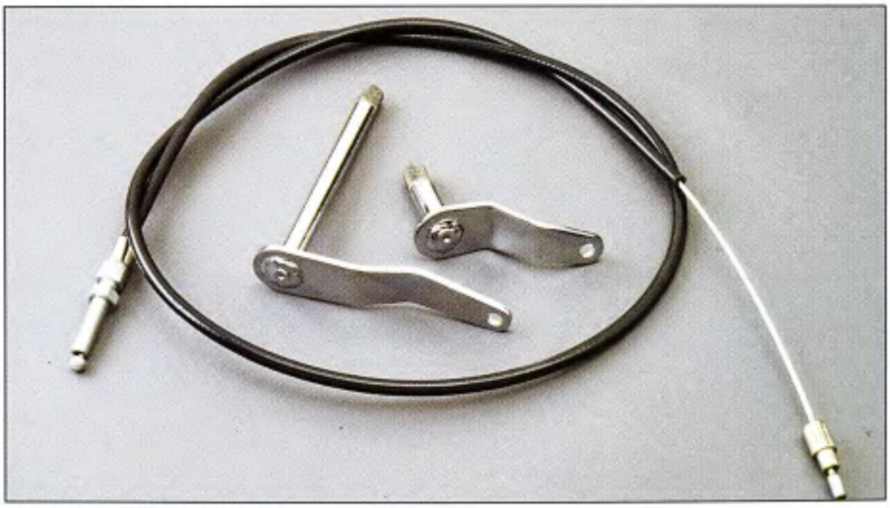
THE FINAL STRAW
RevTech's 5-Speed In A 4-Speed Case

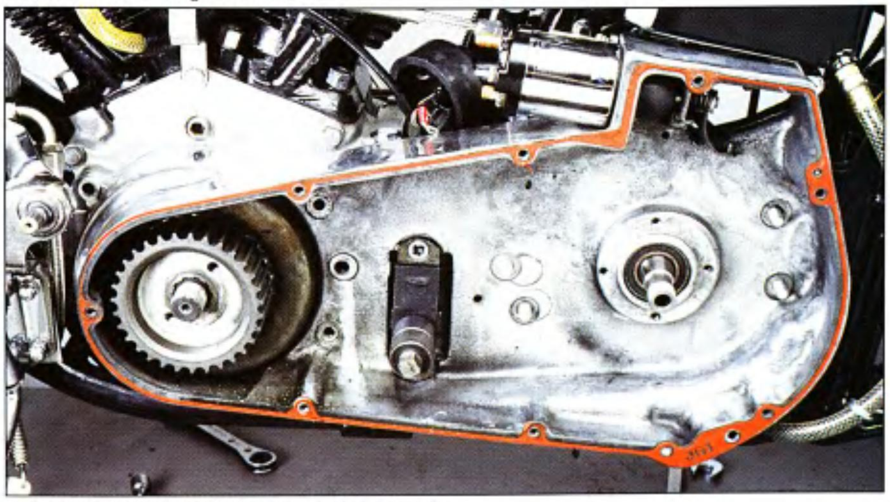
Ridin' to work every day is usually a fun experience. The weather in California is commonly good and the traffic ain't too bad, most of the time. However, everyday I gotta go over a pretty steep grade. You guessed it. About a quarter-mile away, I get her screamin' to about 85 mph, start passing cars like crazy, and get as far up the grade as possible before she bogs down and I start lookin' like a hood ornament for the Porsche flyin' up behind me. Have a similar problem with your 4-speed? Just want to let yer engine work a little easier? Well, CCI and RevTech have the solution.

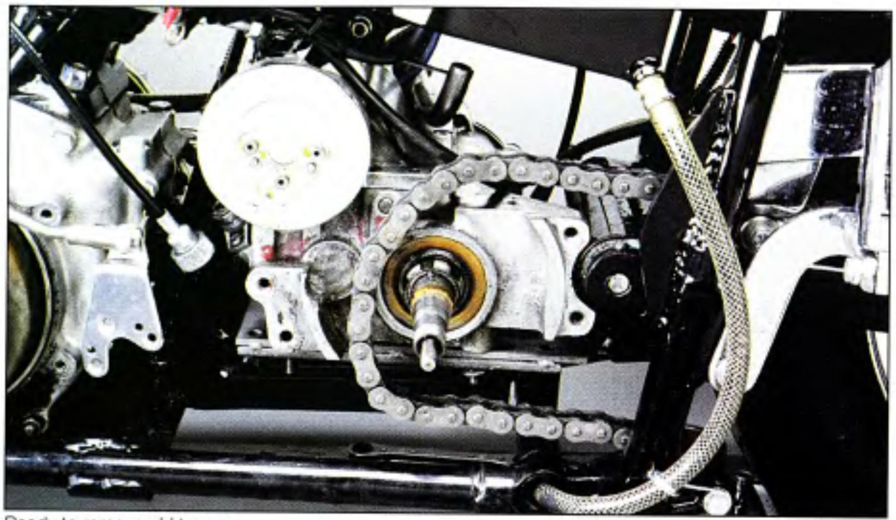
CCI's new 5-speed tranny in a 4-speed case is the ticket. I got a tip from Bandit that I could probably make it to work on time—more often—with this part, so I decided to give it a try. I gave CCI a call and within a few days had it delivered right to my door. It ain't cheap ($2,599), but it was the last of my budget, so I figured what the hell! I gave my buddy Brian Spencer a call to help with the installation, seein' as how Bandit said I've missed enough work already with this bike. Brian owns and wrenches at My Garage in Ventura, California. Not *my* garage, his garage. Well, not his personal ... aw, screw it, you get the idea. He does great work and is just down the street from my pad—whatta great combo!

Anyway, the install seemed simple enough, as yet again, CCI and RevTech provide just about everything yer gonna need for this installation. The tranny came complete with Andrews close-ratio gears, shift linkage, hardware, and clutch cable. Brian encountered only a couple of problems, but ones you should be aware of. First, my bike had a tranny drive speedo. There wasn't anywhere to install one with this part, so I had to go to a front end drive. Different speedo, cable, the whole works. Second, although this part comes with a clutch cable, check your bars. With my 18-inch apes, I needed to order a much longer cable to fit.


RevTech's 5-speed in a 4-speed case.

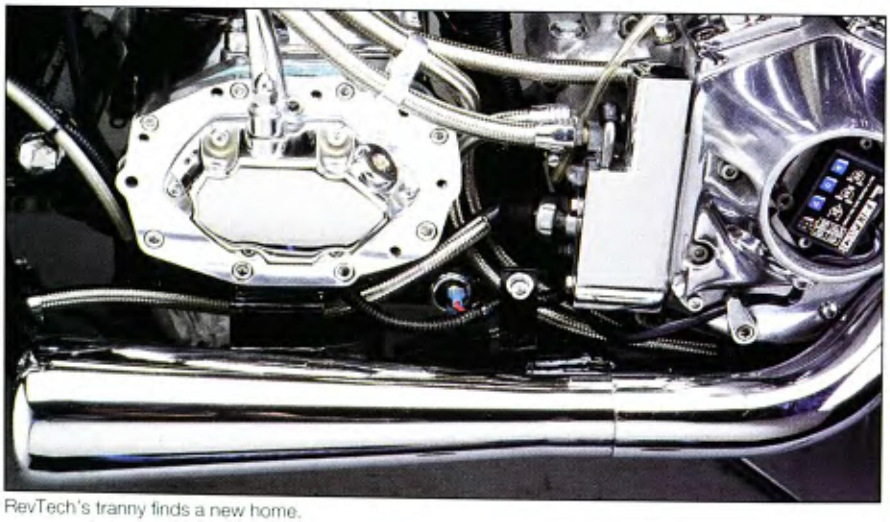

Clutch cable and linkage included.


Outer primary clutch and belt removed prior to install.



Ready to remove old tranny.

Just checkin' for more leaks.



RevTech's tranny finds a new home.

Prior to installing this tranny, you need to check a few things. If you have forward-mounted controls, like I do, make sure the shift linkage, included, matches up with the one on your ride, as the shift linkage may not be long enough. This step is critical—you don't want to get up to your ass in alligators before you realize ya need extra parts. The installation is going to require the removal of the inner and outer primary, of course, and the realignment of the belt drive—if yer runnin' one, that is. After removing the old tranny, check your spacing. As with all of RevTech's major products, they've included the handy 95-page instruction manual. They recommend using their spacers when installing the tranny. Brian and I found the tranny bracket on my ride wasn't stock. Therefore, there wasn't enough clearance of the swingarm when we put the spacers in. Brian had to remove the tranny and start over.

Bolt everything back together, fill the reservoir with fluid provided, and readjust your clutch. You're now ready to roll. Remember, this is brand-new! The shifting, at first, is going to seem really tough, but it will loosen up after a couple hundred miles. I wouldn't recommend that you go and find a bunch of Shovel riders and impress them with that extra gear just yet. After you break this tranny in, I'm sure you're gonna be happy with it. As for me, I'm still shocking some of those Evo riders when I blow past them on that grade. Was that Oz I just left standing still? The bike's completed and results will be in an upcoming issue. Keep yer eyes peeled.

—Oil Can

Sources

Custom Chrome, Inc.
16100 Jacqueline Ct.
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(408) 7788-0500

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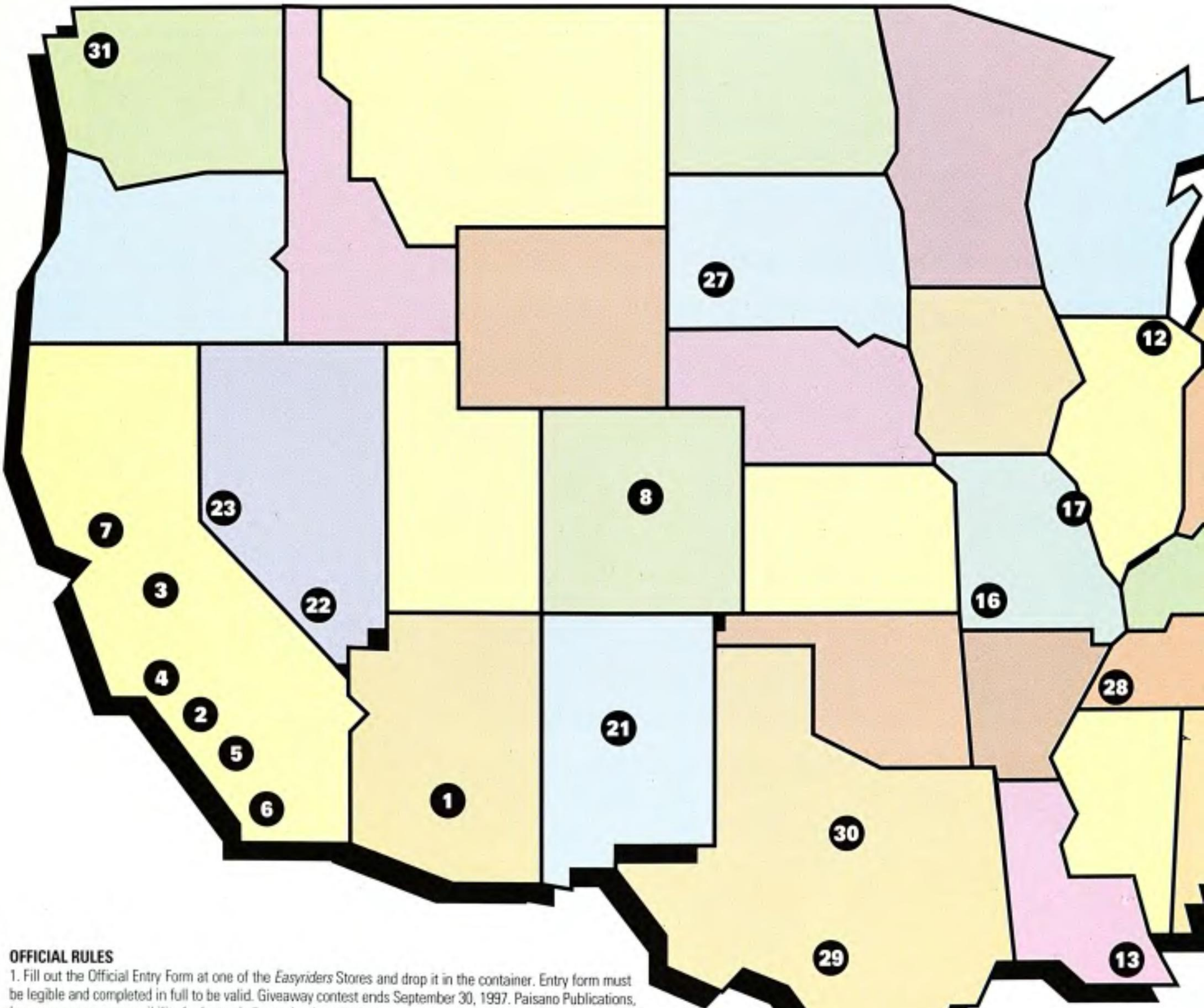

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EAWAY

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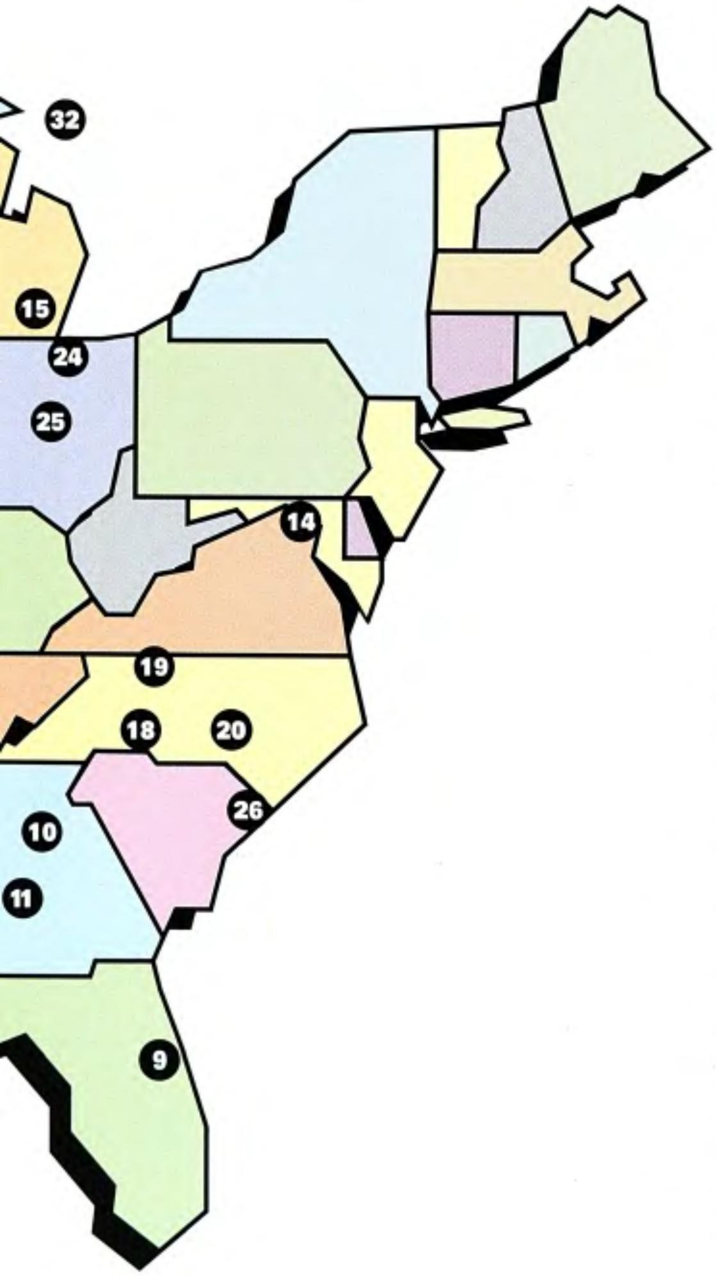

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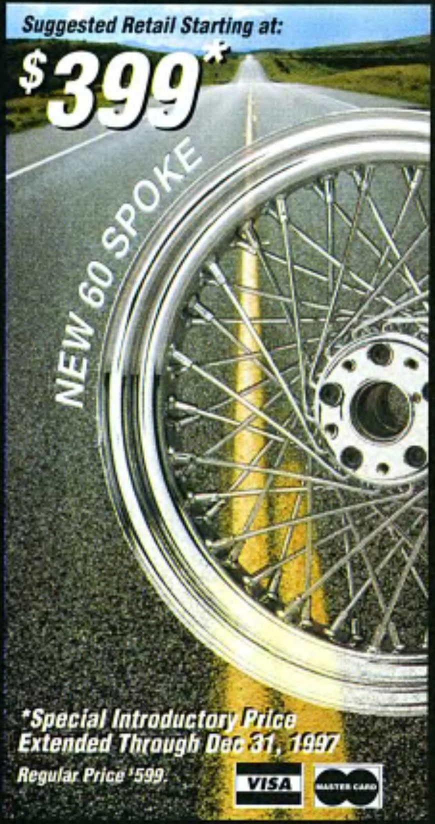

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TECH TIPS

SWAP MEET DUAL CARB

Good Idea, Bad Part, Professional Fix

All right, I couldn't leave the damn '48 Pan alone. I had to modify it. Something in my blood won't leave anything alone. I couldn't buy the ol' lady a toaster without putting peel and stick flames on it, or dice on the cord. I've also always had a dream of loading a bike with high-performance dual carbed heads. It's a well-known formula for performance, and I've wanted to try it for some time.

In the process of building one of my motorcycle desks, Jim, of JIMS Machine, sent me a set of dual ported heads he picked up, for $10 each, at a swap meet. I couldn't waste them on a desk, no matter what kind of shape they were in, so I started asking around for who would be the man to make these old blocks of aluminum sing again. Frequently, the name Dan Baisley came up as a man who has had tremendous success with dual ported heads. In fact, Dan is in the process of developing a set of dual ported Evolution heads. I immediately put my name on the top of the list for a set, when they hit the streets.

I sent these Pans to Dan and he called me: "Bandit, did you look in the ports?"

"Sorta," I said. "Ya see, I was on a deadline, and..."

"Well," Dan said in a calm voice, "whoever welded the original ports shut and welded on the tube forming the individual ports, blew it. They're in the wrong place."

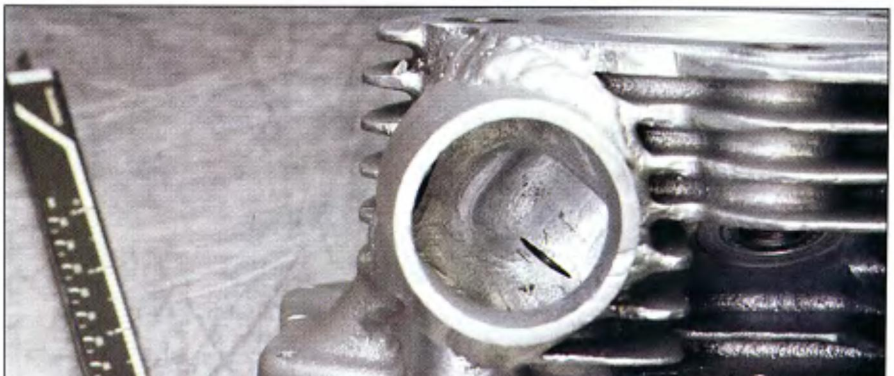
I grabbed the bottle of Jack Daniel's behind my desk. Loudmouth gave it to me for Christmas and I had almost made it half a year without opening it.

"But I think I can salvage them without welding the heads," Dan said.

I dropped the bottle on the desk and prayed it wouldn't break. "How the hell can you do that?"

"I'll show you," Dan said. "So put the bottle back. The ports are not aligned exactly, but we'll make 'em flow." He hung up, and I was left with my mouth hanging open, looking around the dilapidated garage for the video cam.

Dan uses a two-part resin called



Original condition port.

Devcon-F aluminum putty. It's 80 percent aluminum, 20 percent resin, with hardener. It's hard as a rock and can withstand extreme heat. With the ports in the wrong position, Dan's job was to salvage them for the best flow shape, by redirecting the port shape with the Devcon.

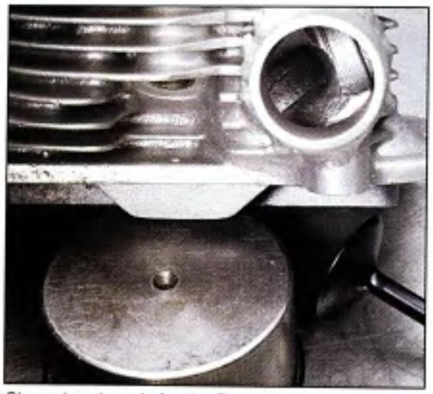
The first shot shows the port in its original condition. It's almost as if the ports were welded in place and the heads never finished. The port area is still blocked by the original port chamber. The second shot depicts the effort and amount of material Dan shaved out of the way with a die-grinder. Still, as you can see in the left of the port, there was an area that needed to be filled.

What's not shown, is the drilling Dan did in the port tubes to create a rivet effect when the Devcon was flowed into place. After the area was prepared for the liquid aluminum, Dan mixed the formula and liquid became the key word as he applied it. The consistency dribbled into the port like pancake batter and flowed into the rivet holes handily, but wanted to continue to flow into the head beyond the port. Dan balanced the head above the oven, like a cook trying to make an omelet harden before he could flip it. Then, while still holding it in his hands, he stuck it in the oven, hoping the heat would set the material. It took almost two hours to get the material to harden and set—or set and harden. That's shown in the third photo.

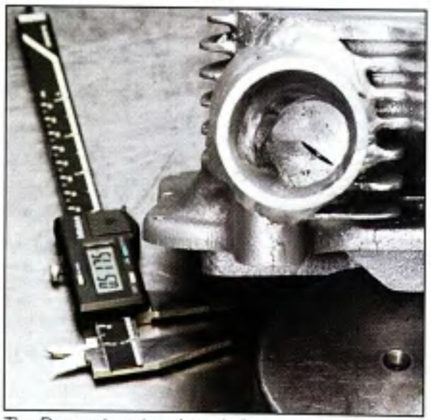
The last photo reveals the confluence of talents Baisley Performance brings to the many performance notions his staff makes available for Harley owners. First, he reshaped the area with a carbide burr die-grinder, then an 80-grit roll, and finally a flapper to blend the texture. This created a smaller-sized port for higher velocity, waiting hungrily for the 42mm Mikuni to deliver the fuel.

The rest of the head will be rebuilt with Rowe-cast guides, Baisley Pro Street black diamond valves of Dan's design, a Pro Street spring and collar kit and, finally, Mehanite seats. The valves will be Shovelhead 1 15/16 intake size, and you can bet that this 61-inch Panhead will fly.

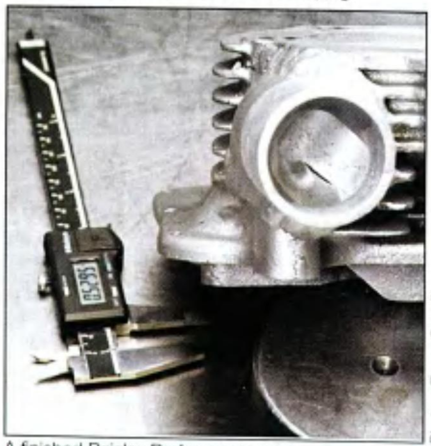
—Bandit



Shaved and ready for the Devcon.



The Devcon's set and ready for reshaping.



A finished Baisley Performance port.

Photos: Bruce Carroll

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Day 3 Monday - 7 a.m.: Tour breakfast meeting before checkout; afterward visit the unbelievable volcano art museum. Then, it's back on the bikes to view the myriad of attractions within the park ... exotic birds, steam vents, sulphur banks, the Halemaumau overlook, Devastation Trail, and then on to the Thurston Lava Tube. The group will leave the park and continue on to Kalapana, the town recently destroyed by massive lava flows. The tour will continue on with a stop at the hot springs for a soothing dip in the mineral waters. Then, continue on to Lava Tree State Park, Craters of the Moon, Pahoa town, and other awesome attractions. This fulfilling day ends at an exclusive Hilo Hotel for a two-day stayover.

Day 4 Tuesday - Freedom day to explore and experience the Hilo side of the island at your whim!

Day 5 Wednesday - 7 a.m.: We'll meet at breakfast to regroup and checkout; the road tour will then roll on to boiling pots and Akaka Falls—via old highways, if passable. Then it's on to Waipio Valley and the Parker Ranch. We'll then proceed on to Kohala for some of Hawaii's most breathtaking and bone-chilling sites. They include King Kamehameha's human sacrificial temple, his statue and the Pololu Valley lookout, to name but a few. Then to Kona via coastal highway for check-in at the Royal Kona Resort for the last three glorious nights.

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READERS' RIDES

Photos: Raiko Hartman, Markus Cuff

Frank Ball

West Covina, California
1972 Shovelhead

My younger brother, who's a new father, was complaining to me about our dad lecturing him on how to raise kids, and responsibility, which included not sticking a 9mm in the pizza delivery driver's face (Hey, he had the wrong house!), giving it the ol' "Remember how we raised you boys." Geez, I guess he forgot about throwing the plumber (who was also our preacher) down the basement steps when our hot water heater exploded, or punching the milkman, or that time we had to pull him off the salesmen at Sears who sold us the Weedeater that didn't eat weeds.

Ya see, dad comes from the old school, where people would fight instead of taking legal action, which ain't a bad way to grow up. Luckily for him, when they did his recent lung operation, he claims to have forgotten

those brief periods of bad temperament. Unfortunately, my brother and I didn't get to document in print dad's adventures for the last 25 years. Say, like how our hero of the day, Frank Ball, has.

As you can imagine, when it came time for Frank to build a bike, he just wasn't going to build a stock Stupid Glide or something practical, (read: boring). With help from his Pa, er, uh, Bandit, he put together a real-life sex machine, a freakin' chopper, man! Do I have to spell it out? We're talking sky-high apes, the hard and fast rigid Paughco frame, pull-me-over red paint by Cartoon, the pray-you'll-get-across-town peanut tank, and the rule Shovelhead blap, blap, blap. And we can't forget that it was Milwaukee Iron that laser cut the cool rear fender frame support/brake caliper sissybar. No high-buck pieces, just a plain and simple well-designed street fighting chop.

But don't get me wrong, Frank's a busy man; he ain't got time to be hanging around, telling tales about the days of yore. He's a tattooist at Lucky's tattoo parlor in San Diego, and takes appointments at the Spotlight in Hollywood. Busy runs in the family. Speaking of which, I can't forget Frank's kids, Frankie and Maxine. And bro, if your dad causes you problems, call me. I'll spell everything wrong for the next couple of months and drive the old man mad.

—Flynch →

Photos: owner

Stacy Goff
Enfield, Connecticut
1988 FLHTCU

Now I don't mean to sound mean—or paranoid—but what's up with trike owners? I mean, they're about the most secretive buncha fuckers you can come across. I lived in Cincinnati for years and recently found out there was a club devoted to trikes, exclusively. I wouldn't have known this, if my buddy Ken hadn't heard about it while frequenting a bar in Pittsburgh. And once, I was at a beer festival in Covington, Kentucky, trying to cross the street, when out of nowhere, a Shovelhead three-wheeler with a wooden flatbed screamed past me on two wheels, like a busload of virgins heading to an orgy. I spilled my beer and yelled, "Damn you, Tom Adams. You asshole!" (Yeah, I knew the guy; he's probably smiling from ear to ear now, knowing that it was me he almost blindsided.)

So you can imagine the attitude I had when I dialed up Stacy Goff's number to chat with him about his dresser trike. Don't get me wrong. I like three-wheelers; they fascinate the hell out of me. I just can't seem to understand the mentality of their riders. But as it turned out, Stacy was cool and more than thrilled to share his secrets of three-wheeled handling. He owns Stace Welding in Enfield, Connecticut (860-623-2547), where he runs a welding and fabrication business.

Stacy started building trikes as an answer to riding in the winter. He built Jappers, and everybody loved them, but wished they were Harleys. So he bought a full dresser, rode to see how it was supposed to handle, then tore into it with the torches! In order to get the trail right for three-wheeling, so that he could go around curves correctly, he deraked the frame, then brought the forks back out to trail by fabricating a set of adjustable triple trees. (Similar to the ones Pat Kennedy makes.) The rear end is a Corvette unit that Stacy tore apart. He fabricated a new differential pumpkin out of steel instead of the factory aluminum. He then added an electronic linear actuator that leans the bike to compensate for the crown of the road—which means the trike doesn't get tossed around in the highway grooves. The rear fenders are carbon fiber.

Hey, I still like trikes, even understand their riders better, but I'm still paranoid.

—Flynch

Photos: owner

Michael Gambino
Stamford, Connecticut
1995 Hardtail Chopper

I'll admit it. I'm a sucker for a chopper with a naked chick mural. It all started when I was a kid and grandma had an auction on the farm, which was the social event of the season, and all the neighborhood girls would be there. The weather was perfect, the auctioneer was singing, the home-baked brownies were selling, and then Uncle Pete (by then nicknamed Uncle Hoehandle for his "farming" skills) showed up on his Panhead chopper, complete with a mile-long narrow springer, a 1-gallon peanut tank, and a mural of a naked chick, resembling the girl leaning back against his high sissybar, standing in flames.

Grandma was aghast, the auctioneer stuttered, and brownie crumbs hung on buyers' chins. I thought, "Great, now I'll never get to hold either of my friend

Luther's sisters' hands." But as it came to be, after grandma covered up the bike, all my pubescent peers were gathered around me, asking about Uncle Pete's chopper. I'd uncovered the Holy Grail, the answer to all life's conquests, and I wasn't even 11 years old yet.

It was with that same spot in my heart that I called our main man, Michael Gambino of Stamford, Connecticut, who, after going to quite a few Harley dealers and being told that, for a hundred bucks, they could tell him the price of a Harley and put him on a list for a few hundred more, he decided to build what he always wanted anyhoo: a chopper.

Hell, being that Mike's a mechanic at a Ferrari dealership, building a old Harley would be easy. So he picked up a set of STD engine and transmission cases, an S&S 93-inch Sidewinder kit, a Paughco hardtail, a narrow springer, and had Bill Elam paint the whole pile yellow. Rich Fuggetta laid the tantalizing and inspiring murals on the tank and fenders.

Mike, who's 40, has been riding for 31 years. He has no plans to change anything on the bike, except maybe throwing away the electric start, 'cause real choppers don't need 'em. And Mike, ya might want to hang out at your nephew's house; you'll never realize the impact you may have on him. *—Flynch* →

Photos: Mike Caron

Sim Caron
South Bend, Indiana
1969 Triumph Tiger 650

We've all been there. It's late Sunday afternoon, you've just had a good ride, and ya haven't thought about unpaid bills or work stress all weekend. You're enjoying a banana split at the ice cream parlor and some pimple-faced dork walks up to admire your scoot. Normally, you wouldn't mind, but you know what's coming, "I'm going to get me a Harley someday." You know deep down that the ones who talk about it never do.

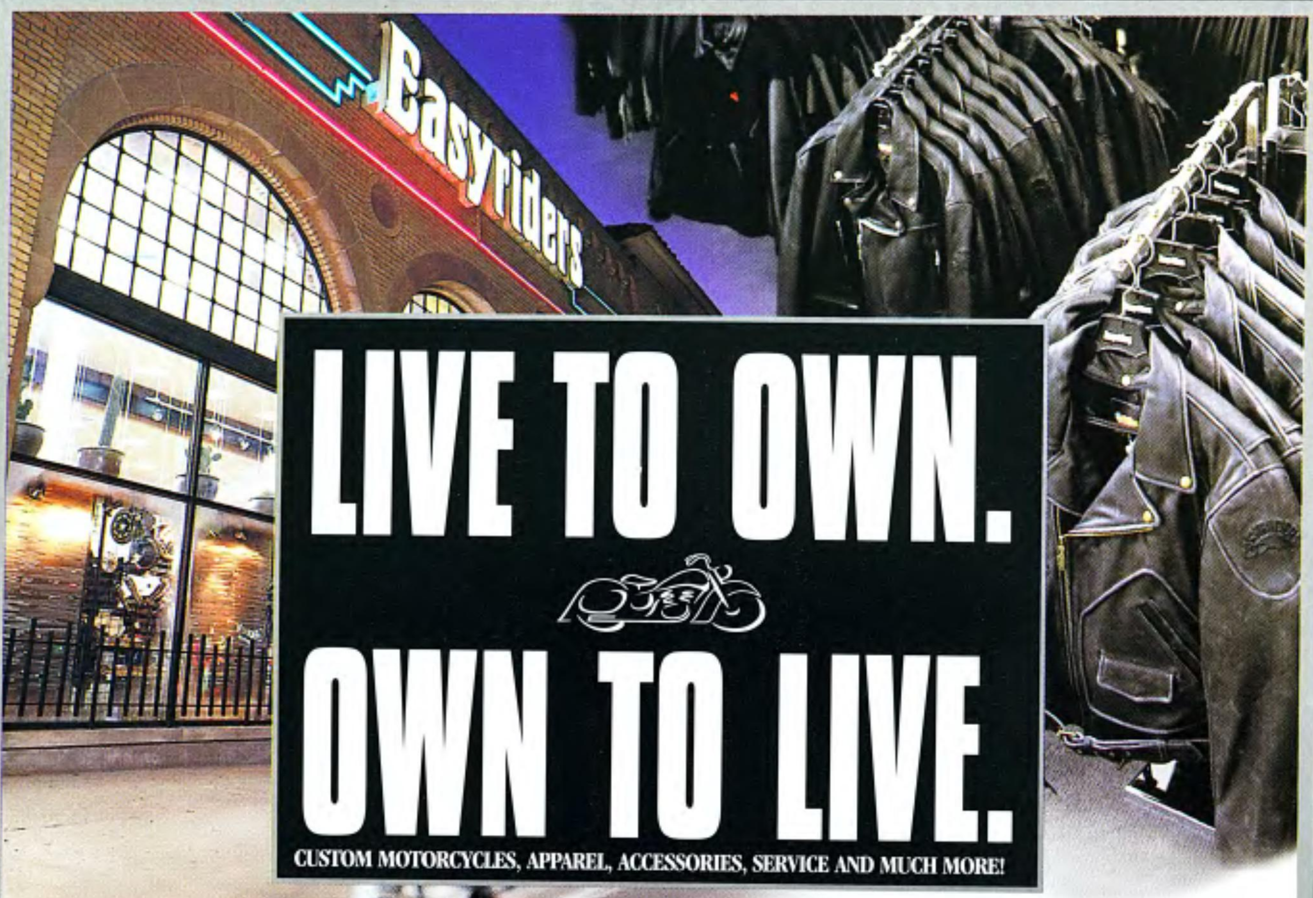
Last week, while picking up my bro Ken and his Shovelhead after he blew a throwout bearing, I saw an old Honda 750 chopper along the road. I didn't see the owner, so I went on by. I wasn't going to bother a man's scoot, no matter what brand. I found out later that it belonged to an 18-year-old kid who works at a big hardware store and makes six bucks an hour. He talked about his scoot like he talked about the first set of tits he ever saw. He wants to build a Shovelhead chopper someday, and I'll bet money that he does it. It made me feel good that young people are still interested in choppers.

That's the same attitude that Sim Caron expressed to me. It was of no matter to Sim that his chopper wasn't a Harley. He was proud, because he was out there riding. So his bike is damn near 30 years old and has a bolt-on obsolete Amens Savior plunger frame. No matter that some people consider girder front ends and Invader mags passé. The fact of the matter is that a 650 Limey engine in a chopper frame with a long front end is a timeless work of art ... just like long legs on a woman.

Sim noticed the Tiger hanging on the wall, while pinstriping a guy's BMW in a shop. He had just broken up with his girlfriend at the time, and thought, "What better way to celebrate!" So he bought the pieces on the wall, along with the rest of the bike (that was in boxes), and took it home for his dog, Rip, to stare at and his future fiancée, Marcy, to admire while he put it together. That was seven or eight years ago.

Sim, who lives in South Bend, Indiana, said he'd like to build a Harley, but his business, Dover Sign Co., takes up a lot of time, plus he just loves his Trumpet. Sim does pinstriping work as well as etching monuments, airbrushing—anything to do with signs, antique cars, or motorcycles.

—Flynch



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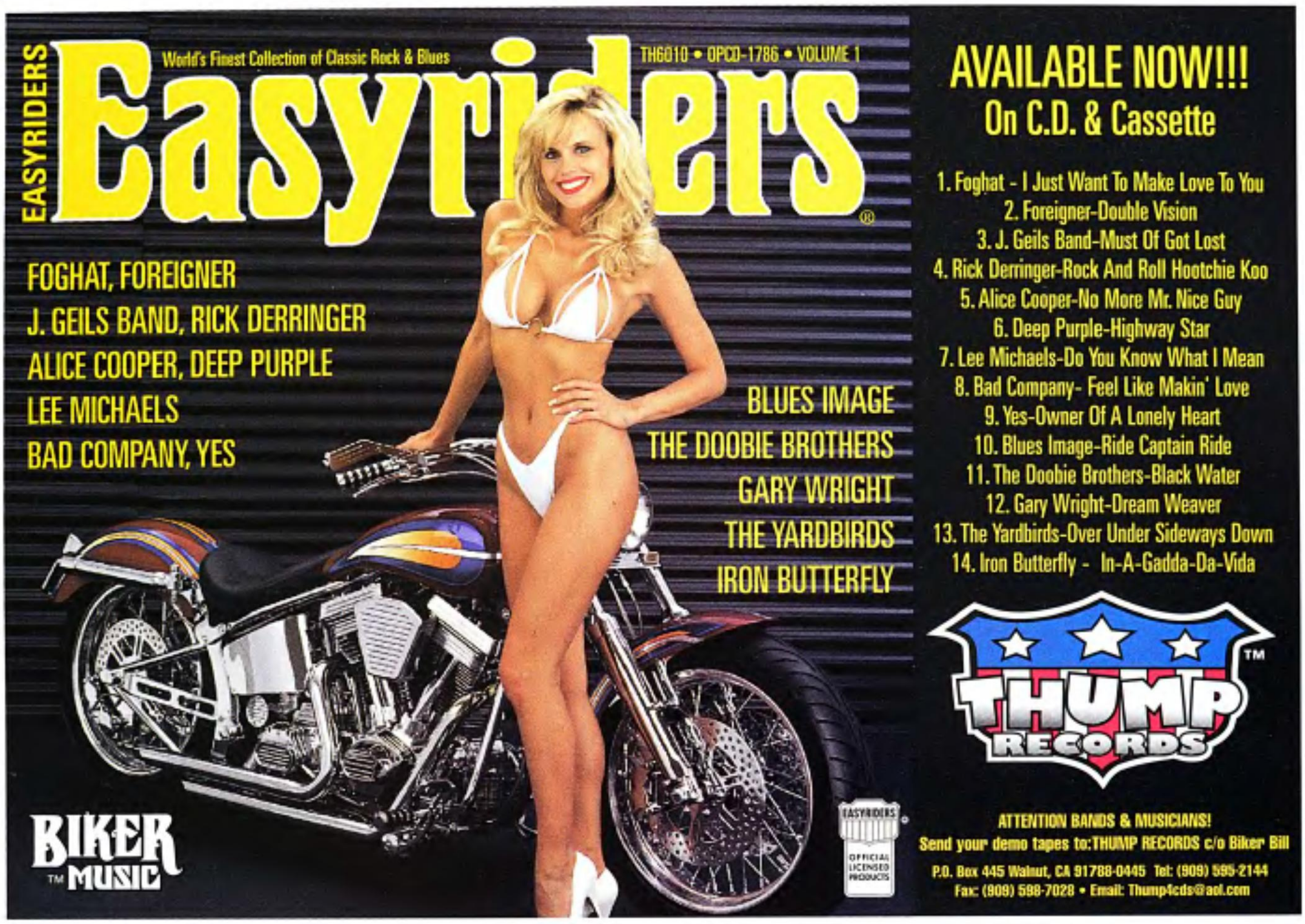

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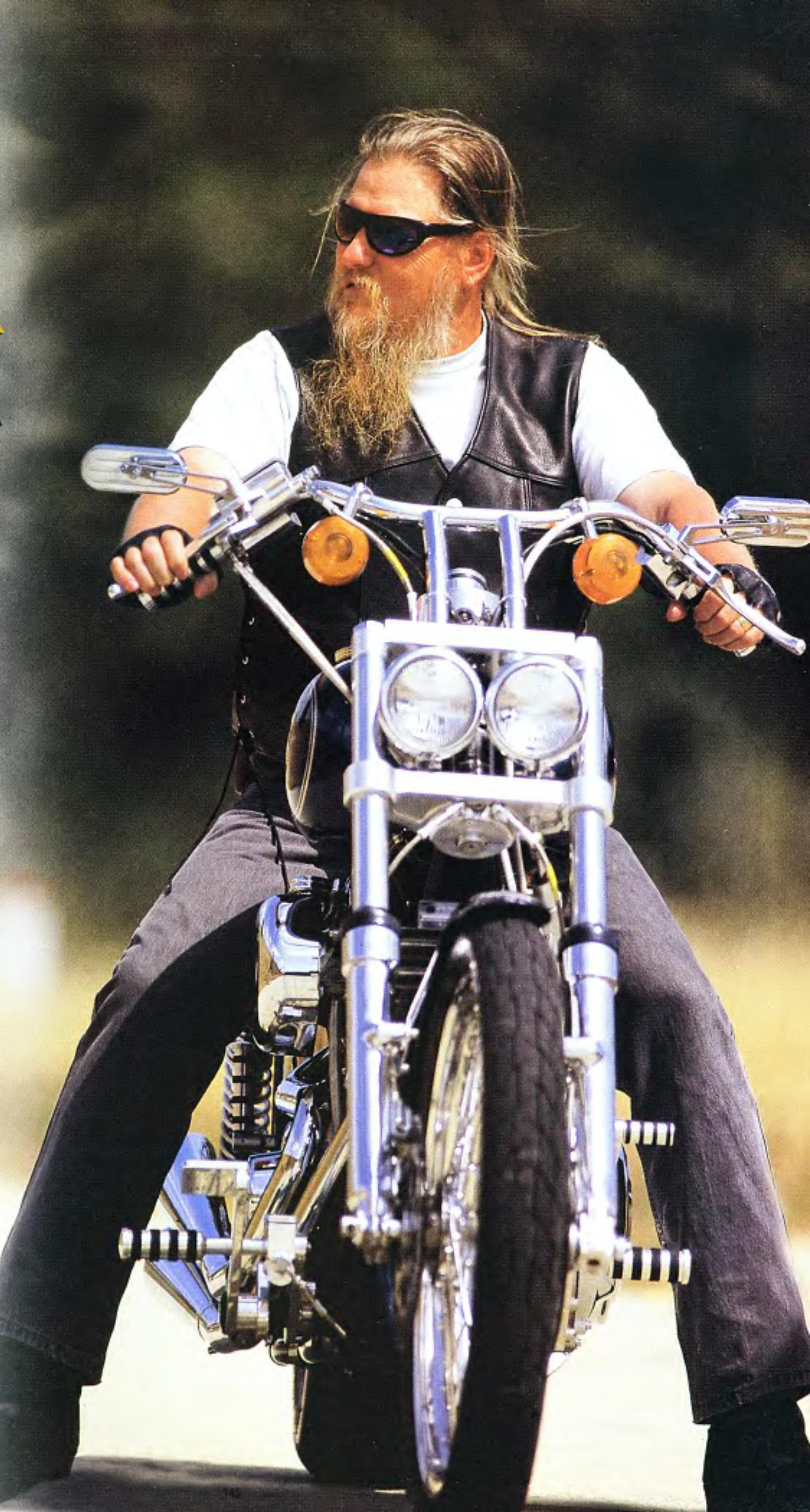
KR SUPER SPORTT

CASTLE'S STARGAZER



There I was, tryin' to mind my own business, havin' a cold one and hittin' on the cutie behind the bar, when this guy walks up and says, "Hey, is that your bike?" I'm used to hearin' that. My Shovel didn't get the name Valdeez from the paint job. This time, however, I was test ridin' a bike from Castle Motorcycle Manufacturing. Since this guy looked like a true "see no Evo, ride no Evo" kinda guy, and seemed pretty hard-lookin' to me, I wasn't sure whether to 'fess up or not. "Yeah, I'm ridin' it. So freakin' what?" Yep, that's me, 10-foot tall and bulletproof by this time. "Not a bad ride. Mind if I talk to ya about it?" "Uh, sure," I stuttered. Ya know, this guy looked awfully familiar.

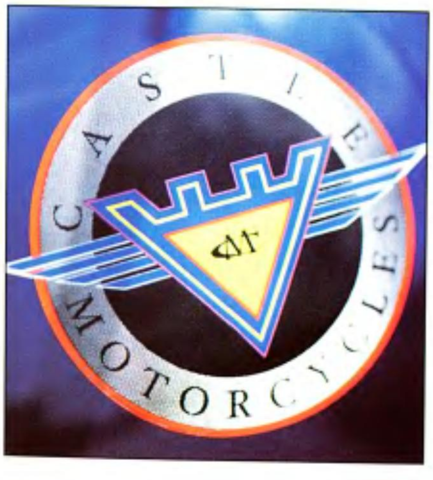
Hey, I know this guy. It was Mickey Jones, the guy from *Home Improvement*. You know, the guy who plays Pete Bilker of K&B Construction. Turns out when this guy ain't acting his ass off on TV or in the movies, he's the spokesman for Castle Motorcycles. And this guy ain't a poser, either. He bought his first ride in '66, a Triumph Bonneville, from Bud Ekins for a whopping $1,540—pocket change for the drummer of a band whose lead →

guy is Bob Dylan, or something like that. He also played with some other bands like First Edition, when some guy named Kenny Rogers was leading that one. Guys like Trini Lopez and Johnny Rivers heard this guy and used him on their tours as well.

Anyway, a year later he bought a '47 basket case Knucklehead, installed a jockey shift and manual spark retarder, and has been hooked ever since. Like many riders here in California, he got rid of the Knuckle about five years ago when the helmet law went into effect. "I didn't want to get into an accident because I had to wear a hat! Those things screw up your sight and hearing. I hate those things," he says with enormous conviction.

About a year or two ago, while playing in the Alice Cooper Celebrity Golf tourney (yeah, I said Alice Cooper and golf in the same sentence), he was introduced to Kenny Castle, owner of Castle Motorcycles. "This is the first bike I've ridden that made me go and buy a helmet so I could get back to ridin'," Mickey says. I listened to everything Mickey had to say about the SuperSportt and realized he was genuinely excited about this bike and not because they were payin' him—'cuz they ain't. I promised to take all of that into consideration while ridin' the bike. I figured I should make the most out of this "talk," so I asked him about what he is doin' now. He's got a movie out this summer called *BOLT* and has just finished working on a movie called *The Fanatics*, where he plays a rabid football fan who rides this exact bike throughout the whole movie. The producers wanted him to ride somethin' else, but Mickey can be a pretty persuasive guy.

Although the gas tank mounting looks odd, the KR SuperSportt shows great attention to detail. All the hoses are stainless steel with high-pressure anodized fittings. Standard on the SuperSportt are a reusable billet oil filter,

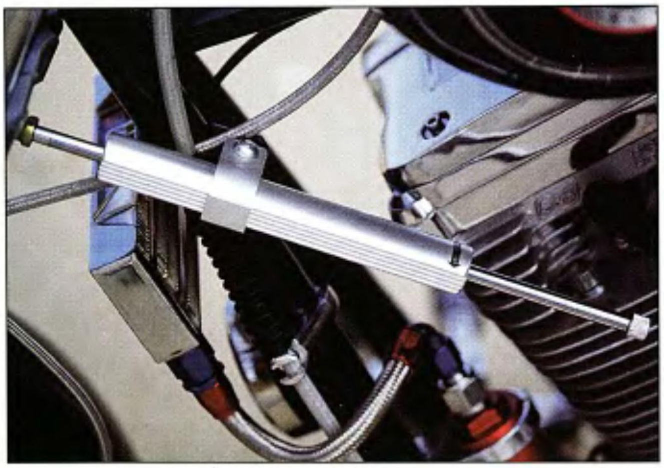


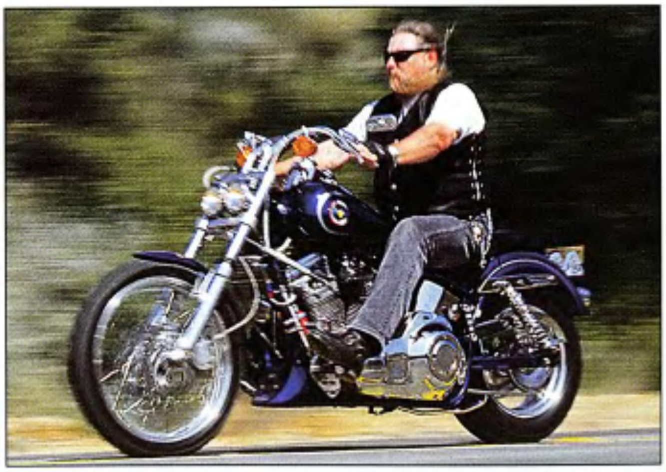
oil cooler, air dam, and dual headlights. An 88-inch S&S engine and Strader 2-into-2 exhaust help complete the package. Kenny says his motorcycles are 97 percent American-made with plans to hit 99 percent very soon.

As I was riding the bike, I noticed that the suspension worked well, however, the bike is a little high at the rear fender. Even so, with the steering stabilizer, this bike was extremely precise in its movements, allowing me to take the canyon turns at high speeds. It wasn't too hard to get Mickey to ride the bike around to get a few shots. You can see that even a big guy can ride this comfortably. The SuperSportt is the only model Castle makes. It is available as a one or two-seater. The starting price on this model is $27,695, $500 less with the solo seat.

Everything considered, the KR SuperSportt is a decent performance ride, and that's the market Kenny Castle wants. Castle Motorcycles meet all DOT regulations, however their EPA certification does not include California. Kenny plans to meet the 50-state EPA requirements by early 1998. Good luck, brother. For more info contact Castle Motorcycle Manufacturing, Inc., 320 South El Paso St., Colorado Springs, CO 80903. Tell 'em Oil Can sent ya. Next month we take a look at the Polaris Victory V92C.

—Oil Can





Manufacturer: Castle Motorcycle Manufacturing, Inc.
City: Colorado Springs, Colorado
Year/model: 1997 KR SuperSportt

Dimensions
Length: 92 inches
Seat height 26 inches
Ground clearance: 5 inches
Wheel base 66 inches
Fuel capacity: 4.2 gallons
Oil capacity: 4 quarts
Dry weight: 580 pounds

Performance
City: 35 mpg
Highway: 38 mpg

Wheels
Front
Type: 40-spoke Akront
Size: 21-inch
Rim width: 2.15-inch
Tire: Avon 90/90/H21
Brake: 10.5-inch stainless rotors, dual 4-piston JayBrake calipers

Rear
Type: 40-spoke Akront
Size: 16-inch
Rim width: 5-inch
Tire: Avon 160/80/B16/80H
Brake: 11.5-inch stainless rotors, 2-piston GMA calipers

Engine
Year/model: 1997 Evo
Displacement: 88 cubic inches
Ignition: points and condenser
Lower end: S&S
Pistons: S&S
Compression ratio: 9.5:1
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Strader 2-into-2

Transmission
Year/model: 1997 5-speed
Gears: Andrews close ratio
Clutch: Barnett Racing

Frame
Builder: Kenny Castle
Modifications: Castle swingarm, gas purged, TIG welded on all welds

Forks
Type: mid glide
Builder: Forking by Frank

Accessories/Instrumentation
Bars: Ness
Risers: 7-inch
Brake levers: JayBrake
Headlight: dual "trademarked"
Taillight: CCI
Speedo: CCI
Tach: CCI
Pegs: JayBrake
Electrics: Castle, 12-volt
Oil tank: Paughco
Oil pump: S&S
Seat: Le Pera
Mirrors: Ness
Grips: CCI
Colors: any two-tone customer specifies
Photos: Doug Mazell

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COMING AT YA

Well, brothers and sisters, here we go again. As another year slowly winds its way to an end, your family at *Easyriders* is just gettin' fired up! The **November** issue offers up plenty to be thankful for, 'cause we've packed it with so many hot scoots and skirts, you're gonna wish ya lived inside the beer cooler. Instead, just grab one (at at time) and get your first look at H-D's 1998 model lineup, coverage of *Easyriders'* first raucous Rodeo of the season, and Polaris Industries' first V-twin. What else, ya ask? How 'bout Laconia. We covered all the New Hampshire happenings, including the racing action. Hang on to that coldie, 'cause we've got Snake's next biker types interview, this time with the scooter species known as RUBs. We'll wash him off when he gets home. November's Tech Tips offer everything from fork lengthening, to a Feuling hop-up, to the making of LED taillights. Natch, we have a righteous crop of Readers' Rides, Rip's next journey into parts unknown, all the news you give a shit about, and another piece of heartfelt biker fiction. Miss this one and we'll send Mike Tyson over for Thanksgiving dinner.

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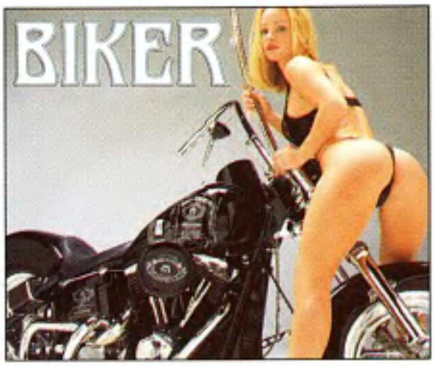

We heard somewhere that bikers drink 90 percent of the Jack Daniel's made, so in appreciation of that fine fact—and even finer brew—the **October** issue features a J.D.-inspired Fat Boy outta North Carolina, amply accessorized by this luscious blonde. Among the wild events featured will be MMA's 14th Fall Roundup in Florida and FORR Missouri's Jam By The Dam. Catch this and all the other demented stuff you've come to know and love—you sick fuck.

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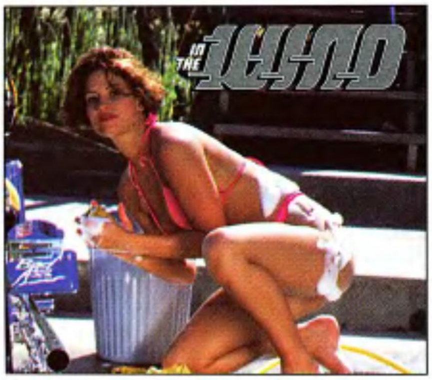

November's *In The Wind* (#84), is dropping in on the gleaming chrome and sizzling spectacular that was the '96-'97 *Easyriders* Bike Show Tour. Six shows from around the country kept our lenses peeled and pulses revved with the latest in bike building and ladies lookin' their best. You'll also get your fill of kick-ass T-shirts and wild stickers and signs we've seen while trekking around the country. If it's out there, it's in here. Check it out.

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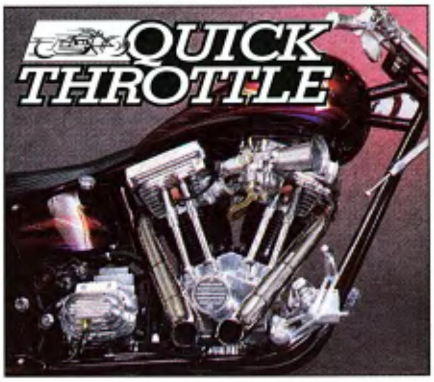

Hang on tight 'cause the **November** issue of *Quick Throttle* will be screeching around the corner and onto a newsstand in your area. Featured proudly on the pages will be Bob William's sizzlin' Shovelhead, Steve Stone's stretched Softail, James Bromalick's Pro Drag monster, and Roy Guthrie's Cafe Shovster. If it's racing ya crave, check out the AMA Superbike race in Monterey, Calif., and the AHRA drags in Sears Point. Don't get left in the breeze; grab a copy quick.

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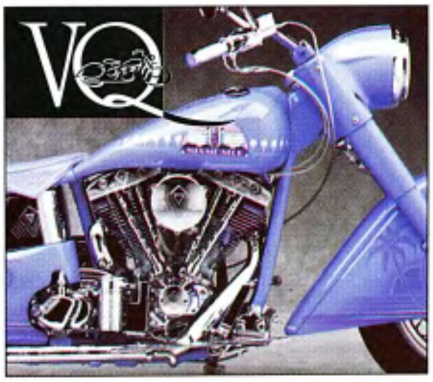

VQ No. 16, **October**, cruises into fall with a colorful selection of cutting-edge customs and immaculate restorations from Jerry Fernandez's red-hot Ness FXR, to Cyril Huze's baby blue Miami machine, to Richard Morris' 1937 Crocker. Smoke a fine "Flora de Flores" at L.A.'s cigar-lovers sanctuary, The Big Easy; spend some time with Britain's Master Builders, the Battistinis; and check the action at the *VQ* Bikers Ball in Florida.

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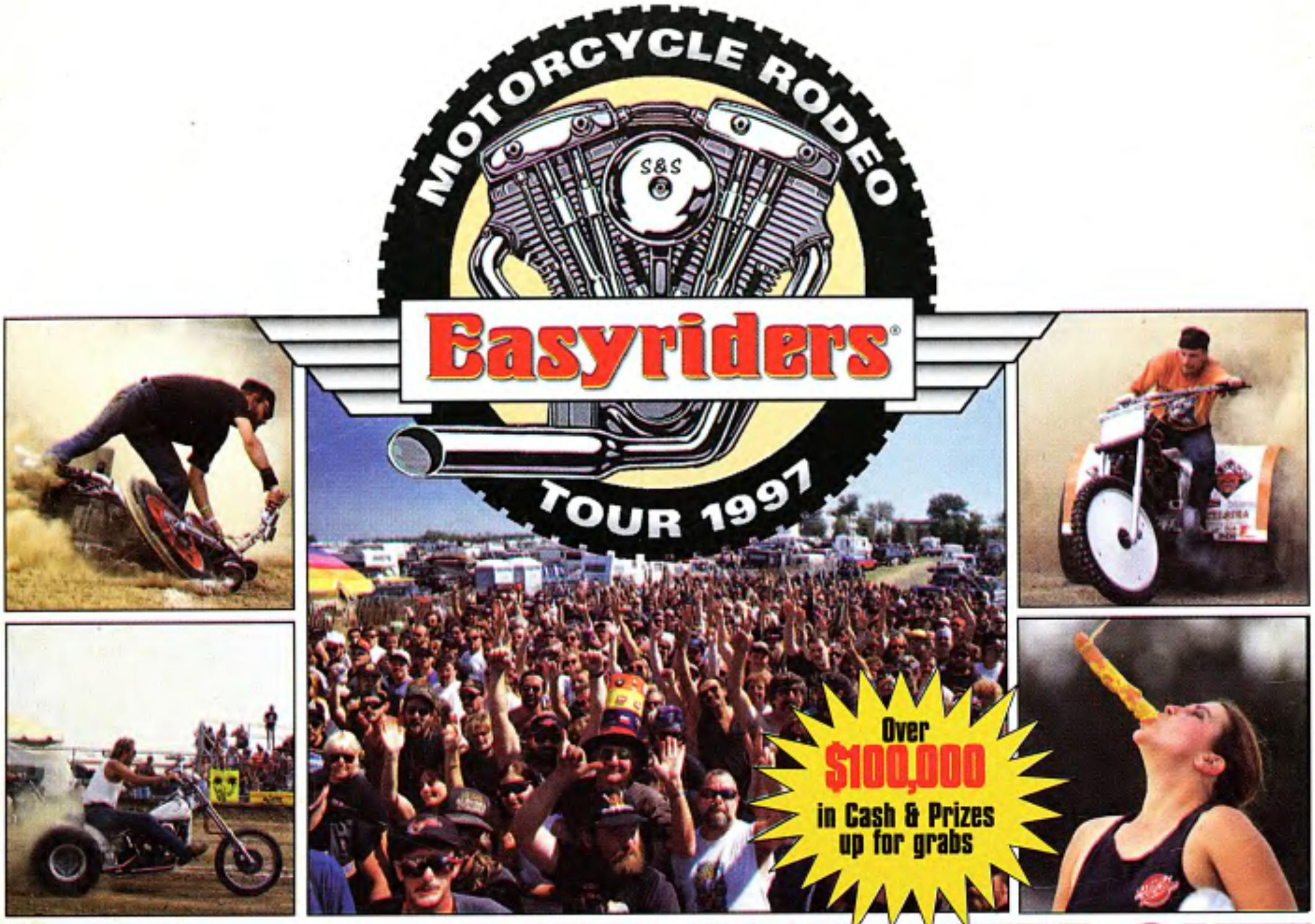

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Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

Keene, New Hampshire - *New England Rodeo*
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Cheshire County Fairgrounds
(Rt. 101 to 12 South)

Prospect, Pennsylvania - ***7th Annual***
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Fowlerville, Michigan - ***5th Annual***
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